

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT  
Yreka Rehab - CMGC (02-1H520)

Resolution \_\_\_\_\_

(will be completed by CTC)

**1. FUNDING PROGRAM**

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

**2. PARTIES AND DATE**

- 2.1 This Project Baseline Agreement (Agreement) for the *Yreka Rehab - CMGC (02-1H520)*, effective on, \_\_\_\_\_ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, \_\_\_\_\_, and the Implementing Agency, *Caltrans*, \_\_\_\_\_, sometimes collectively referred to as the "Parties".

**3. RECITAL**

- 3.2 Whereas at its May 13, 2020 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Yreka Rehab - CMGC (02-1H520)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

**4. GENERAL PROVISIONS**

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated \_\_\_\_\_
  - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated \_\_\_\_\_
  - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated \_\_\_\_\_
  - Resolution G-20-40, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated May 13, 2020
  - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated \_\_\_\_\_

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## **5. SPECIFIC PROVISIONS AND CONDITIONS**

### **5.1 Project Schedule and Cost**

See Project Programming Request Form, attached as Exhibit A.

### **5.2 Project Scope**

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

### **5.3 Other Project Specific Provisions and Conditions**

## **Attachments:**

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Yreka Rehab

Resolution SHOPP-P-2021-01B

  
Sean Shepard

6/22/20  
Date

Project Manager

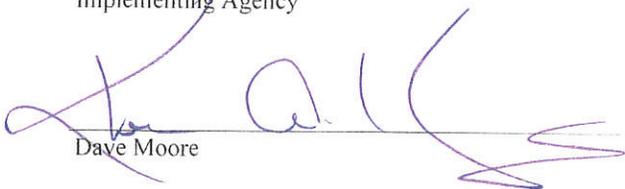
Project Applicant

  
Derek Willis

6-22-2020  
Date

Deputy District Director, Program/Project Management

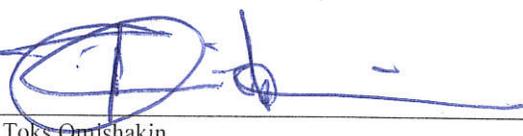
Implementing Agency

  
Dave Moore

6/22/2020  
Date

District Director

California Department of Transportation

  
Toks Omishakin

7-28-20  
Date

Director

California Department of Transportation

  
Mitchell Weiss

08/31/20  
Date

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**BASELINE AGREEMENT**

**Date:** 07/07/20 11:45:49 AM

District	EA	Project ID		PPNO	Project Manager
02	1H520	0217000009		3643	SHEPARD, SEAN E
County	Route	Begin Postmile	End Postmile	Implementing Agency	
SIS	3	R 46.8	R 48.0	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

**Project Nickname**

Yreka Rehab

**Location/Description**

In Yreka, from 0.4 mile north of Laura Lane to Juniper Drive; also on Route 263, from Route 3 to 1.0 mile south of Long Gulch Road (PM 49.07/49.41). Reconstruct pavement structural section, replace sidewalk, driveways, curb ramps and pedestrian signals to meet current Americans with Disabilities Act (ADA) standards, designate bikeways with new signage and pavement delineation. This is a Construction Manager/General Contractor (CMGC) project. (G13 Contingency)

**Legislative Districts**

**Assembly:** 01 **Senate:** 01 **Congressional:** 01

**PERFORMANCE MEASURES**

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	0	8	3.1		11.1	Lane-miles
Programmed Condition	Pavement	11.1	0	0	0	11.1	Lane-miles

**Project Milestone**

	Actual	Planned
Project Approval and Environmental Document Milestone	04/21/20	
Right of Way Certification Milestone		03/07/22
Ready to List for Advertisement Milestone		03/21/22
Begin Construction Milestone (Approve Contract)		07/21/22

**FUNDING (Allocated amounts are shaded)**

Component	Fiscal Year	SHOPP					Total
PA&ED	18/19	1,830					1,830
PS&E	19/20	2,639					2,639
RW Support	19/20	5,880					5,880
Const Support	21/22	9,650					9,650
RW Capital	19/20	1,482					1,482
Const Capital	21/22	52,950					52,950
<b>Total</b>		<b>74,431</b>					<b>74,431</b>

# YREKA REHAB



# Project Report

02-SIS-3 PM R46.8/R48.0  
02-SIS-263 PM 49.07/49.41  
20.XX.201.120  
PPNO 3643  
02-1700-0009  
02-1H520  
AM ID: 15879



### PROJECT LOCATION

In Siskiyou County in Yreka on Route 3 from 0.4 mile north of Laura Lane to Juniper Drive and on Route 263 from Route 3 to 1.0 mile south of Long Gulch Road



"This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based."



*Travis A. Gurney* 4-14-2020  
TRAVIS A. GURNEY, P.E. Date

I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

*Karen E. Hawkins* 14 APRIL 2020  
KAREN E. HAWKINS Date  
Assistant Division Chief  
North Region Right of Way  
Eureka/Redding

Approval Recommended:

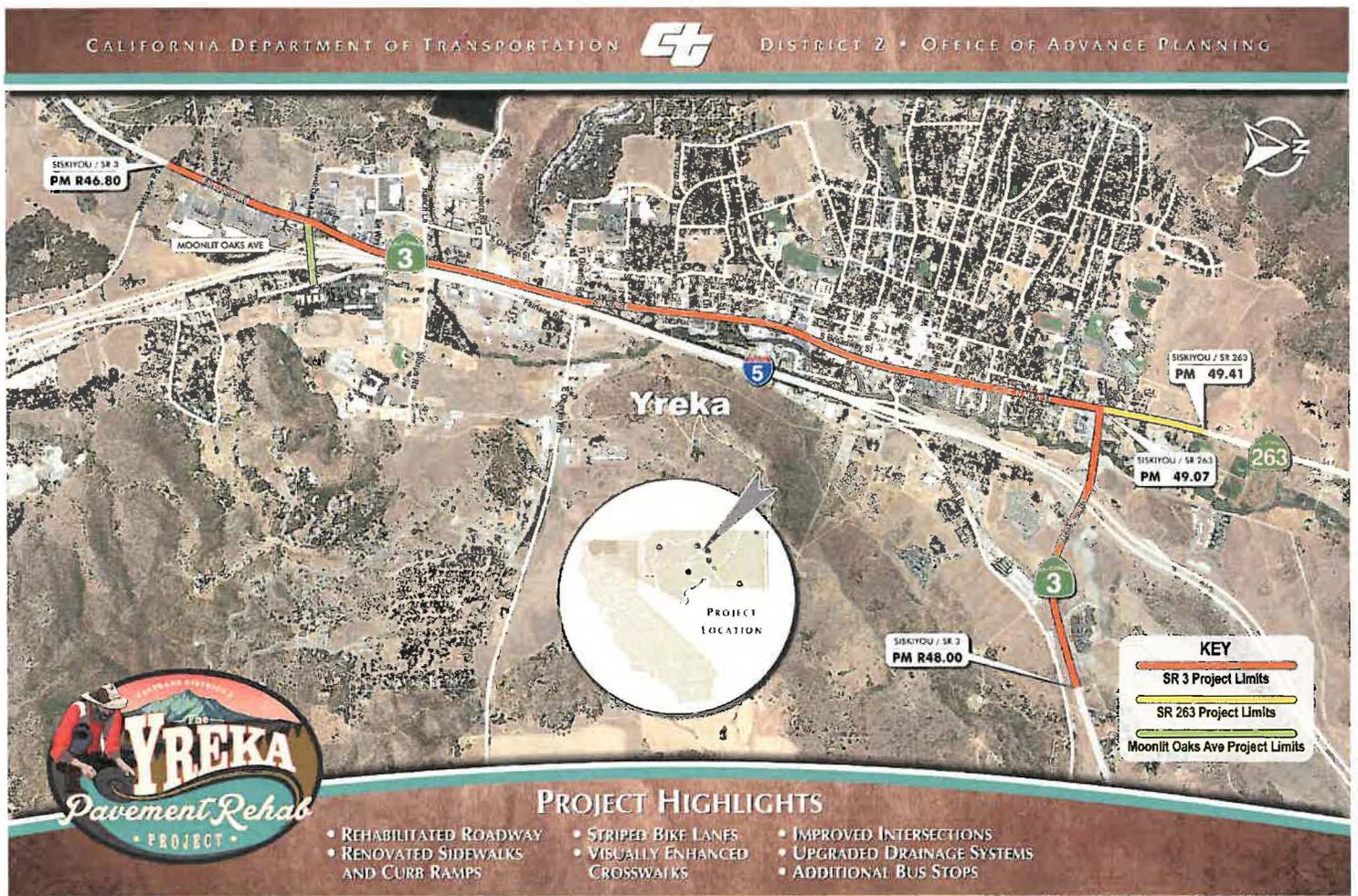
*Sean Shepard* 14 APRIL 2020  
SEAN E. SHEPARD, P.E. Date  
Project Manager, District 2

*Kristen A. Kingsley* APRIL 20 2020  
KRISTEN A. KINGSLEY, P.E. Date  
Acting Deputy District Director  
Asset Management, District 2

Project Approved:

*Dave Moore* 4/21/2020  
DAVE MOORE, P.E. Date  
District Director, District 2

## Vicinity Map



# YREKA REHAB



# Project Report

02-SIS-3 PM R46.8/R48.0  
02-SIS-263 PM 49.07/49.41  
20.XX.201.120  
PPNO 3643  
02-1700-0009  
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AM ID: 15879



## PROJECT LOCATION

In Siskiyou County in Yreka on Route 3 from 0.4 mile north of Laura Lane to Juniper Drive and on Route 263 from Route 3 to 1.0 mile south of Long Gulch Road



"This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based."



*Travis Gurney* 4-14-2020  
TRAVIS A. GURNEY, P.E. Date

I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

*Karen E. Hawkins* 14 APRIL 2020  
for KAREN E. HAWKINS Date  
Assistant Division Chief  
North Region Right of Way  
Eureka/Redding

Approval Recommended:

*Sean Shepard* 14 APRIL 2020  
SEAN E. SHEPARD, P.E. Date  
Project Manager, District 2

*Kristen A. Kingsley* APRIL 20, 2020  
KRISTEN A. KINGSLEY, P.E. Date  
Acting Deputy District Director  
Asset Management, District 2

Project Approved:

*Dave Moore* 4/21/2020  
DAVE MOORE, P.E. Date  
District Director, District 2

## Vicinity Map

CALIFORNIA DEPARTMENT OF TRANSPORTATION



DISTRICT 2 • OFFICE OF ADVANCE PLANNING



### PROJECT HIGHLIGHTS

- REHABILITATED ROADWAY
- RENOVATED SIDEWALKS AND CURB RAMPS
- STRIPED BIKE LANES
- VISUALLY ENHANCED CROSSWALKS
- IMPROVED INTERSECTIONS
- UPGRADED DRAINAGE SYSTEMS
- ADDITIONAL BUS STOPS

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## 1. INTRODUCTION

The Yreka Rehabilitation Project is a State Highway Operation and Protection Program (SHOPP) Roadway Rehabilitation (201.120) 3R project located in downtown Yreka, in Siskiyou County, on State Route (SR) 3 and SR 263. The project also includes the segment of Moonlit Oaks Avenue between SR 3 (South Main Street) and Fairlane Road, which is a connector located within the Interstate 5 (I-5) and SR 3 Right of Way. The total project length is approximately 4.4 miles and is primarily in an urban, main street setting.

The roadway pavement structural section is proposed to be rehabilitated using multiple strategies. Aside from the pavement, Americans with Disabilities Act (ADA) improvements will be the primary scope of work. Except for sidewalk conform locations near the project limits, all sidewalks (including approximately 90 curb ramps and 190 driveways) will be replaced throughout the downtown corridor. The section of roadway from Oberlin Road to the Broadway Connection will be re-configured for traffic calming measures. Actuated Pedestrian Signals (APS) will be installed to meet ADA standards. To accommodate the roadside improvements, drainage features will be added, removed, modified and replaced, light poles will be relocated, and various utility covers will be adjusted to grade. Additionally, the scope includes designating bikeways and county transit stops with signage and pavement markings, improving crosswalk delineation, and upgrading bridge rail on Yreka Creek Bridge (No. 02-0151) to current standards.

**Table 1: Project Report Summary**

<b>Project Limits</b>	02 – Siskiyou – 3 – R46.8/R48.0, 02 – Siskiyou – 263 – 49.07/49.41, & on Moonlit Oaks Ave from SR 3 to Fairlane Rd	
<b>Number of Alternatives</b>	2, Including the “No Build” Alternative	
<b>Capital Outlay Support</b>	\$21,547,000 (Escalated) 	
<b>Capital Cost Estimate</b>	<b>Current Cost Estimate (2020):</b>	<b>Escalated Cost Estimate (2023):</b>
<b>Capital Outlay Construction</b>	\$48,175,000	\$52,950,000
<b>Capital Outlay Right-of-Way</b>	\$2,031,533	\$2,233,000
<b>Funding Source</b>	20.XX.201.120 SHOPP Roadway Rehabilitation	
<b>Delivery Year</b>	Fiscal Year 2021/2022	
<b>Construction Year</b>	2022	
<b>Working Days</b>	360	
<b>Type of Facility</b>	Two-lane and Multi-lane Conventional Highway	
<b>Number of Structures</b>	1	
<b>SHOPP Project Output</b>	<u>Anchor Project Performance Measure – Quantity:</u> Roadway Rehabilitation – 11.2 lane miles (See Attachment K for satellite performance measures. Performance measures will be updated during the design phase through a Project Change Request (PCR) as necessary)	
<b>Anticipated Environmental Determination or Document</b>	CEQA - Initial Study/Negative Declaration NEPA - Categorical Exclusion	
<b>Legal Description</b>	In Siskiyou County in Yreka on Route 3 from 0.4 mile north of Laura Lane to Juniper Drive and on Route 263 from Route 3 to 1.0 mile south of Long Gulch Road.	
<b>Project Development Category</b>	Category 4B – Does not require substantial new right-of-way or increase in traffic capacity. Requires a negative declaration under CEQA	

## 2. RECOMMENDATION

It is recommended the project be approved using the preferred alternative and that the project proceed to the design phase.

### **3. BACKGROUND**

#### **Project History**

Located within Siskiyou County, Yreka is a rural community where many of the local businesses and amenities reside on SR 3, also known as Main Street. Within Yreka, a high number of residents rely primarily on multi-modal (walking, wheel chairs, electric scooters, cycling, and public transit) forms of transportation. Many of the multimodal infrastructure elements are at or have exceeded their expected useful life and are showing signs of fatigue and deterioration.

This proposed project was initiated by the District 2 Office of Maintenance Engineering. A Safety Screening performed by the District 2 Office of Traffic Safety and Investigations determined the project to be a Resurfacing, Restoration, and Rehabilitation (3R) project. 3R projects, in addition to extending the service life of the pavement structure, also replace and upgrade other highway appurtenances and facilities within the project limits that are failing, worn out, or functionally obsolete. For this reason, this project proposes to upgrade nonstandard assets, such as sidewalks, curb ramps, and bridge rail, to meet current design standards.

The last pavement rehabilitation project in this segment of roadway was performed under EA 289004 in the 1990s.

#### **Route History**

This section of SR 3 in Yreka was initially constructed in 1909; the original route was designated as Highway 99. This segment of Highway 99 (Route 3) near Etna to Montague was defined as part of the state highway system in 1933 as Route 82. In 1964, Route 82 was renumbered to Route 3. In 1970 Route 3 in Yreka was relinquished to the City of Yreka at the completion of the parallel Interstate 5. As part of a legislative action in 1975 Route 3 was re-adopted from the City of Yreka and became what is currently known as SR 3.

#### **Existing Facility**

##### ***Existing Facility Adjacent to the Project Limits***

SR 3 to the north and south of the project limits is a two-lane conventional highway with 12-foot lanes and 8-foot shoulders with rolling terrain. SR 3 is a Rural Minor Arterial in northern California running south to north from Highway 36 to Montague.

**Existing Facility within the Project Limits**

Siskiyou County is largely rural; as the county’s largest incorporated city, Yreka is comparatively urban. SR 3 is a flat, urban main street as it passes through downtown Yreka. The elevation is approximately 2600 ft. SR 3 is functionally classified as a principal arterial from PM R46.9 to PM R47.4 and is part of the National Highway System (NHS). SR 3 and SR 263 are labeled as minor arterials throughout the remaining portions of the project limits. SR 3 serves as an urban arterial with multiple local road connections and serves as a frontage road to Interstate 5. The corridor provides the community with access to retail, offices, medical services, grocery stores, jobs, and other amenities. Additionally, it provides hotels and gas stations to travelers on Interstate 5. All state routes within the project limits are Surface Transportation Assistance Act (STAA) routes. Routes 3 and 263 are Terminal Access STAA Routes.

SR 3 is a multi-lane conventional highway that serves as the main street for the City of Yreka. The existing highway within the project limits consists of two 12-foot traffic lanes with 8-foot shoulders. Within the project limits the roadway typically has a 2-way left turn lane and from Oberlin to the Broadway Street connection has two-lanes in each direction. SR 3 is a curvilinear route. Yreka Creek Bridge (No. 02-0151) is the only structure within the project limits and has an existing Type 9 bridge rail. There are no railroads within the project limits.

The design and posted speeds within the project limits vary from 30 to 55 mph. See Table 2 for posted and design speed limits.

**Table 2: Posted and design speed limits within the project limits**

State Route	From	To	Speed Limit (mph)
3	Begin Project	Caltrans Yreka Maintenance Station	45
3	Caltrans Yreka Maintenance Station	Bruce St	40
3	Bruce St	Turre St	35
3	Turre St	North St*	30
3	North St*	W Howard St	30
3	W Howard St	Tebbe St/ SR 263 Junction	35
3	Tebbe St/ SR 263 Junction	I-5 NB Offramp	40
3	I-5 NB Offramp	Holiday Inn Entrance	50
3	Holiday Inn Entrance	End Project	55
3	End Project	Beyond Project	55
263	Tebbe St/ SR 3 Junction	End Project	35
263	End Project	Beyond Project	55

\*There is a regulatory “speed limit” sign at this location but there is no change in speed limit.

## 4. PURPOSE AND NEED

### Purpose

The purpose of this project is to:

- Rehabilitate the pavement to current design standards.
- Increase the service life of the roadway.
- Improve rideability for motorists.
- Improve safety for all modes of transportation, including pedestrians, bicyclists, and motorists.
- Facilitate increased use of alternative modes of transportation.

### Need

The pavement in this section of roadway is substantially deteriorated. It exhibits fatigue cracking and has required numerous local repairs throughout the project limits. The condition has met effectiveness criteria for a major rehabilitation in the delivery year as projected by the Caltrans Pavement Management System (PaveM). The pavement International Roughness index (IRI) varies from 150 to 180 and is considered a fair to poor ride. Sidewalk widths vary between 2.5ft and 6ft and cross slopes measure between 2% and 10%. Slopes of the gutters, ramps, and landings also exceed allowable maximums at multiple existing curb ramp locations. In addition, there are no marked bikeways within the project limits, access to transit stops is blocked by parked cars, and the existing Type 9 bridge rail on Yreka Creek Bridge does not meet current Caltrans standards.

## 4A. REGIONAL AND SYSTEM PLANNING

This project is consistent with state and local transportation plans and programs. The 2016 Siskiyou County Regional Transportation Plan (RTP) supports the emphasis of maintaining the existing roadway and preserving condition of the current system by keeping facilities in good repair. This project not only rehabilitates the structural section to current design standards including 8-ft shoulders, but also addresses driveway entrances and incorporates many complete streets features supported by the State Department of Transportation's vision for a multimodal system.

This rehabilitation meets urban arterial standards of design within city limits as recommended in the SR 263 – 2017 Transportation Concept Report (TCR) and supported in the SR 3 TCR currently being developed. The proposal upgrades curb ramps to meet Americans with Disabilities Act standards and includes the installation of actuated pedestrian signals. The improved safety and mobility features included in the design also align with Caltrans goals such as: promoting health through active transportation,

enhancing livability, and building communities, given that the project scope also addresses light poles, utility covers, bikeway markings/signage, transit stop visibility enhancements, and upgrading Yreka Creek Bridge rail to standard.

#### 4B. TRAFFIC

##### Current and Forecasted Traffic

The current and forecasted traffic data is shown in the table below. The data was provided by the District 2 Office of Traffic Management.

(State Route) Postmile limits	(SIS-3) R46.8/L47.3	(SIS-3) L47.3/L49.9	(SIS-3) L49.9/R48.0	(SIS-263) 49.1/49.4
Location Description	Beginning of Project to Moonlit Oaks	Moonlit Oaks to 3/263 Intersection	3/263 Intersection to SR 3 End of Project	3/263 Intersection to SR 263 End of Project
Base year ADT (2016)	15400	8900	3150	2000
Construction Year ADT (2022)	15874	8906	3156	2006
10-year ADT (2032)	16664	8916	3166	2016
20-year ADT (2042)	17454	8926	3176	2026
30-year ADT (2052)	18244	8936	3186	2036
40-year ADT (2062)	19034	8946	3196	2046
Design Hourly Volume (2022) Construction Year	1752	921	561	381
Design Hourly Volume (2032)	1840	922	563	383
Design Hourly Volume (2042)	1927	923	565	385
Design Hourly Volume (2052)	2014	924	566	387
Design Hourly Volume (2062)	2101	925	568	389
Directional Split %	57%	57%	57%	57%
2012 Truck %	3%	2%	12%	6%
10-year TI	13	8	9	8
20-year TI	14	9	9.5	8.5
30-year TI	15	9.5	10	9
40-year TI	15.5	9.5	10.5	9.5

TI = Traffic Index  
 ADT = Average Daily Traffic

### Collision Analysis

The following accident information was obtained for the post mile limits between PM 49.07 and PM 49.41 on SR 263 in Siskiyou county from Transportation System Network (TSN) for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-263 SB PM 49.07/49.41</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.46	0.62
F+I Accident Rate (acc/mvm)	0.00	0.28
Fatal Accident Rate (acc/mvm)	0.00	0.009

\*acc/mvm accidents per million vehicle miles

There was one reported crash on this highway segment which was at the SR 3/263 intersection (Sis-263-PM 49.07). This property damage only (PDO) crash was a broadside that happened when a southbound (SB) driver failed to yield to a westbound (WB) driver. The Fatal, Fatal plus Injury (F+I), and Total accident rates for this segment are below the statewide averages for similar facility types.

The following accident information was obtained for the post mile limits between PM R46.8 and PM R48.0 on SR 3 in Siskiyou county from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 SB PM 46.8/48.0</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	1.14	1.75
F+I Accident Rate (acc/mvm)	0.32	0.74
Fatal Accident Rate (acc/mvm)	0.00	0.017

\*acc/mvm accidents per million vehicle miles

There were 35 reported crashes coded to this highway segment with 10 injury crashes and 25 PDO crashes. The most common crash types were broadside crashes (12), followed by rear ends (11), sideswipes (5), head-ons (3), hit objects (3) and one auto-pedestrian.

There was one reported auto-pedestrian crash and no crashes that involved bicycle riders. The auto-ped crash is detailed below:

1. PM L48.32: This injury auto-pedestrian type crash happened at the Bruce Street intersection when a northbound (NB) driver on SR 3 hit an eastbound (EB) pedestrian at night. It was unknown if the pedestrian was in the crosswalk.

The Fatal, Fatal plus Injury, and Total accident rates for this segment are below the statewide averages for similar facility types.

Below are the accident rates for each intersection with a general summary of the crashes that were coded to that intersection (they are coded to the intersection if they happened within 250 feet).

The following accident information was obtained for the Moonlit Oaks Ave Intersection (PM L47.264) on SR 3 in Siskiyou County from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 / Moonlit Oaks Ave</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.50	0.24
F+I Accident Rate (acc/mvm)	0.08	0.11
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There were six reported crashes coded to this intersection of which one was an injury crash and five were PDO. According to the Type of Collision code, there were two rear ends, three broadsides, and one sideswipe.

The following accident information was obtained for the Oberlin Rd intersection (PM 48.164) on SR 3 in Siskiyou County from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 / Oberlin Rd</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.73	0.13
F+I Accident Rate (acc/mvm)	0.24	0.06
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There were six reported crashes coded to this intersection of which two were injury crashes and four were PDO. According to the Type of Collision code, there were three rear ends, one broadside, and two sideswipes.

The following accident information was obtained for the Bruce St intersection (PM L48.32) on SR 3 in Siskiyou County from TSN for the 36-month period between 01/01/14 and 12/31/17.

<b>Sis-3 / Bruce St</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.38	0.08
F+I Accident Rate (acc/mvm)	0.26	0.04
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There were three reported accidents coded to this intersection of which two were injury accidents and one was PDO. According to the Type of Collision code, there was one rear end, one sideswipe, and one auto-pedestrian (this crash was at PM L48.32 and was discussed previously).

The following accident information was obtained for the Lawrence Lane intersection (PM L48.472) on SR 3 in Siskiyou County from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 / Lawrence Lane</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.49	0.08
F+I Accident Rate (acc/mvm)	0.12	0.04
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There were four reported crashes coded to this intersection of which one was an injury crash and three were PDO. According to the Type of Collision code, there was one rear end, two broadsides, and one sideswipe.

The following accident information was obtained for the Yreka St intersection (PM L48.847) on SR 3 in Siskiyou County from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 / Yreka St.</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.22	0.08
F+I Accident Rate (acc/mvm)	0.11	0.04
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There were two reported accidents coded to this intersection of which one was an injury accident and one was PDO. According to the Type of Collision code, there was one head-on and one hit object.

The following accident information was obtained for the Center St intersection (PM L49.207) on SR 3 in Siskiyou County from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 / Center St</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.10	0.113
F+I Accident Rate (acc/mvm)	0.10	0.06
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There was one reported crash coded to this intersection which was an injury broadside crash.

The following accident information was obtained for the Miner St intersection (PM L49.254) on SR 3 in Siskiyou County from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 / Miner St</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.10	0.24
F+I Accident Rate (acc/mvm)	0.00	0.11
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There was one reported crash coded to this intersection which was a PDO broadside crash.

The following accident information was obtained for the Broadway St intersection (PM L49.41) on SR 3 in Siskiyou county from TSN for the 36-month period between 01/01/15 and 12/31/17.

<b>Sis-3 / "Y" Broadway St</b>		
<b>Accident Rates*</b>	<b>Actual</b>	<b>Average</b>
Total Accident Rate (acc/mvm)	0.00	0.08
F+I Accident Rate (acc/mvm)	0.00	0.04
Fatal Accident Rate (acc/mvm)	0.00	0.001

\*acc/mvm accidents per million vehicle miles

There were no reported crashes coded to this intersection.

Traffic Investigations has no recommendation for improvements to reduce crashes at these intersections that could reasonably be accommodated in the scope of this project.

## 5. VIABLE ALTERNATIVES

### No Build:

The no build alternative proposes no improvements to SR 3 and SR 263 within the project limits, other than routine maintenance over the design life. This alternative does not meet the need and purpose of the project. Without the proposed

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improvements, assets in fair to poor condition would continue to deteriorate and would not provide a traversable corridor to all types of transportation users.

### **Build Alternative 1 (Preferred Alternative):**

#### ***Proposed Engineering Features:***

The existing roadway facility will be reconstructed on SR 3 from PM R46.8 to R48.0; this section of roadway has a postmile equation ( $L50.16 = R47.38$ ) and combined with the reconstruction of SR 263 from PM 49.1 to 49.4 there are approximately 4.4 miles of roadway rehabilitation or 13.0 rehabilitated lane miles.

The new structural section will consist of three pavement strategies used within seven segments of the project. The rehabilitation strategies propose a full or partial pavement replacement while utilizing existing subgrade material. These strategies minimize utility conflicts and do not generate any Replaced Impervious Surface (RIS) as defined in the Storm Water Management Plan. The pavement strategies and segments are described below:

The long-life concrete pavement strategy consisting of 0.75 Jointed Plane Concrete Pavement (JPCP) and 0.35 Lean Concrete Base (LCB) will be used in various segments to accommodate high truck volumes, withstand traffic increases due to commercial and retail businesses, minimize impacts to small business, low speed turn movements, and coincide with existing underground utility's service life. This strategy was utilized in areas where utility impacts were minimal during construction and where there are no anticipated utility needs in the near future. This strategy was also evaluated with staging considerations to minimize impacts to the community, which lead to using rapid set concrete in select areas of the different segments to further minimize community impacts. The long-life concrete pavement was deemed the preferred strategy for segments 1, 2, and 6.

The Hot Mix Asphalt (HMA) pavement rehabilitation strategy consisting of 0.25' to 0.50' Cold Plane Asphalt Concrete Pavement (CPACP) and Place 0.25' to 0.50' HMA with a Rubberized Stress Absorbing Membrane Interlayer (SAMI-R) will be used in two segments to provide pavement rehabilitation to meet project needs, minimize impacts to small business, and coincide with existing utility's service life. This strategy was utilized in areas where utility impacts were considered significant during construction and where substantial utility work is expected in the near future. The anticipated remaining utility service life compares well with the proposed design life for this pavement strategy. This strategy was also evaluated on staging consideration to minimize impacts to the community and specifically small businesses. The HMA pavement rehabilitation was deemed the preferred strategy for segments 3 and 4.

The HMA pavement reconstruction strategy consisting of 0.50' HMA with 0.50' Class

2 Aggregate Base (CL2 AB) will be used in two segments to provide roadway pavement rehabilitation to meet project needs, minimize impacts to small business, and coincide with existing utility's service life. This strategy was utilized in areas where utility impacts were considered insignificant during construction and in the near future. In addition, lower vehicle and truck traffic volumes paired with a limited number of slow turn movements reduced the necessity for a concrete pavement strategy. The HMA pavement reconstruction was deemed the preferred strategy for segments 5 and 7.

Figure 1: Structural Section Recommendations Per Segment:



**Table 3: Structural Section Recommendations Per Segment**

Segment #	County-Route-Post Mile Range	Location Description	Expected Design Life (Years)***	Preferred Structural Section*
1	SIS-3-R46.8 to L47.3	Beginning of project to Moonlit Oaks Ave, on Moonlit Oaks Ave from SR 3 to Fairlane Rd, and the I-5 on/off ramps at Moonlit Oaks Ave	35	Rigid 0.75' JPCP 0.35' LCB Exist AS**
2	SIS-3-L47.3 to L48.2	On SR 3 from Moonlit Oaks Ave to Oberlin Rd	35	Rigid 0.75' JPCP 0.35' LCB Exist AS**
3	SIS-3-L48.2 to L48.9	On SR 3 from Oberlin Rd to the Broadway Connection	10-20	Flexible 0.25' -0.50' HMA/CPACP SAMI-R 0.20' Min Exist AC
4	SIS-3-L48.9 to SIS-3-L49.9	On SR 3 from Broadway Connection to SR 263 Intersection	10-20	Flexible 0.25' -0.50' HMA/CPACP SAMI-R 0.20' Min Exist AC
5	SIS-3-L49.9 to L50.0 & SIS-263-49.1 to 49.4	On SR 3 from SR 263 Intersection to Begin Bridge at Yreka Creek and on SR 263 from SR 3 Intersection to the end of project (SR 263)	20	Flexible 0.50' HMA-A 0.50 CL2 AB Exist AS **
6	SIS-3-L50.0 to R47.6	On SR 3 from End of Bridge at Yreka Creek to the unnamed intersection near Holiday Inn, and the I-5 on/off ramps at SR 3	35	Rigid 0.75' JPCP 0.35' LCB Exist AS**
7	SIS-3-R47.6 to R48.0	On SR 3 from the unnamed Intersection near Holiday Inn to the end of project (SR 3)	20	Flexible 0.50' HMA-A 0.50 CL2 AB Exist AS **

SAMI-R = Rubberized Stress Absorbing Membrane Interlayer, CPACP = Cold Plane Asphalt Concrete Pavement

\*Structural sections recommended by North Region Materials Lab, Redding. Further analyzed by the PDT to determine preferred structural section.

\*\*Existing subbase is expected to be utilized.

\*\*\*Rigid pavement does not include 0.15' sacrificial wearing course for future grinding of JPCP, which reduced design life from 40 years to 35 years.

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***Traffic Calming and Roadway Reconfiguration:***

This project proposes to reconfigure the section of roadway from Oberlin Road to the Broadway Street connection. The existing 5-lane configuration consists of two northbound lanes, two southbound lanes, and a two-way left-turn lane (TWLTL). The proposed 3-lane configuration will provide one northbound lane, one southbound lane, and a TWLTL. The proposed configuration is expected to introduce traffic calming concepts and benefits such as:

- Provide additional parking buffer space.
- Establish a delineated bike path (Class II).
- Allow a shorter distance with live traffic for pedestrians to cross.
- Have similar configuration and connectivity to the adjoining highway to the north and south.

On the north end of the project from the SR 3/263 Intersection to the SR 3/I-5 Separation this project proposes to reconfigure the roadway from the 4-lane configuration consisting of 2 northbound lanes and 2 southbound lanes. The proposed 3-lane configuration will provide one northbound lane, one southbound lane, and a TWLTL. The proposed configuration will allow for a Class II bike path and have a similar configuration and connectivity to the adjoining highway to the north and south.

At the Broadway Street connection this project proposes to reconfigure the existing raised islands to reduce approach and merging speeds. The proposed configuration will eliminate the southbound through movement from southbound Broadway to southbound SR 3. This movement will be reconfigured to provide a more desirable approach geometry, sight distance, and reduce conflict points.

***Drainage Facilities:***

A culvert evaluation from the Office of Roadside Maintenance indicates that approximately 7,000 linear feet of drainage systems (culverts) are in poor to critical condition. This project anticipates replacing or lining all hydraulic facilities listed in poor to critical condition within the project limits. This project anticipates perpetuating facilities listed in good to fair condition when practical, however, several additional drainage systems will need to be added, relocated, modified, removed, or replaced to accommodate ADA compliant sidewalks, curb ramps, driveways, other necessary roadway features, and to upgrade the facility to convey a 10-year design storm. There is approximately 14,000 feet of new or replaced culverts in addition to the 7,000 feet of poor to critical condition pipes.

In total, there is approximately 21,000 feet of new or replaced culverts and 210 new

or replaced drainage inlets. The drainage inlets will have bicycle-proof grates where necessary. This project will reduce surface flows by conveying more stormwater within culverts underground. The ultimate outfalls will be maintained, and existing drainage patterns are expected to remain the same. A list of existing culverts within the project limits and their assessments can be found in the Culvert Inventory Assessment (Attachment L).

### ***Pedestrian Facilities:***

It is anticipated that all existing sidewalks, curb ramps, driveways, curb, and gutter will be reconstructed due to deterioration, ADA deficiencies, replacement of drainage facilities, and geometric constraints. In addition, approximately 450 linear feet of new curb, gutter, and sidewalk will be constructed on the northern end of the project at and near the SR 3/263 intersection. At select locations bulb-outs will be included to provide additional safety for pedestrians. These locations will be at mid-block just south of the Broadway Connection, South Street Intersection, and Minor Street Intersection. Curb Ramps, driveways, and sidewalks will be designed to meet current ADA standards. It is expected to reconstruct approximately 90 curb ramps, 190 driveways and 5.1 linear miles of sidewalk.

Twenty-eight existing crosswalks within the project limits will be perpetuated. One new crosswalk location is being proposed at the intersection of Broadway St and Dillon Way (Broadway Connection). Three existing crosswalks are anticipated to be upgraded through a cooperative agreement between Caltrans and the City of Yreka. The improvement would install pedestrian-activated rapid flashing beacons at the following crosswalk locations: Yreka Street crosswalk, mid-block crosswalk at the Siskiyou County Human Services Department, and Bruce Street crosswalk. The proposed flashing beacons are dependent on funding from the City of Yreka becoming available, and executing a cooperative agreement.

### ***Bicycle Facilities:***

This project proposes to install Class II bikeways (delineated bike lanes) and Class III bikeways (shared traveled way designated by share the road signs) in accordance with the City of Yreka Bicycle Transportation Plan. Approximate locations of the different bike classifications are summarized in Table 4: Proposed Bikeways.

Bicycle-proof grates will be included with all drainage inlets that are reasonably accessible to bicyclists, which is typical for most inlets throughout the project.

**Table 4: Proposed Bikeways**

Route	From	To	Proposed by this project
3	PM R46.8 (Begin Project)	Broadway connection	Class II
3	Broadway connection	Route 3/Route 263 Junction	Class III
3	Route 3/Route 263 Junction	PM R48.0 (End Project)	Class II
263	Route 3/Route 263 Junction	PM 49.41 (End Project)	Class II

***Transit Facilities:***

The Siskiyou Transit and General Express (STAGE) is the operating bus network in Yreka, CA. The following list of proposed transit stops (Table 5) have been requested by the Siskiyou County Transportation Services Manager. This project proposes to facilitate better access to existing and proposed transit stops by improving curbside space and restricting parking in front of bus loading areas by designating the space with painted curb and signs. To provide optimal access to transit, stops are proposed midblock, after intersections, or near crosswalks when feasible. Stops will be shown in the plans and furnishings will be installed either by the contractor of the local agency, or as coordinated by the Project Manager. The County will furnish materials to be installed at these sites, which may include either a Simme Seat (Figure 2) or a full-sized shelter (Figure 3). Lighting in the full-sized shelter is powered by solar and does not require additional power supply. The proposed locations will typically consist of the Simme seat; in some locations the full-sized shelter will be considered. The proposed locations are dependent on funding from Siskiyou County becoming available, and executing a cooperative agreement.



Figure 2: Simme seat



Figure 3: Full-sized shelter

Table 5: Existing and proposed transit stops

Northbound/ Southbound	Location		Proposed/ Existing
	General	Description	
Northbound	Mt Shasta Title	Between Bruce St and Lawrence Ln	Proposed
Northbound	Siskiyou County Human Services	Between Turre St and Yreka St	Proposed
Northbound	Pacific Power	At Lane St	Proposed
Northbound	Yreka Motel	Between Yama St and E Howard St	Proposed
Northbound	Grocery Outlet	Between SR 263 and the Yreka Creek Bridge	Existing bench
Southbound	J&D Diner	Between W Blake St and Tebbe St	Existing Bench
Southbound	Car Quest	Between Yama St and W Howard St	Proposed
Southbound	Shop Smart (now vacant)	Between Turre St and Yreka St	Proposed
Southbound	Child Support Services	South of Lawrence Ln	Proposed

**Signals and Intersections:**

The Traffic Control Signals at Moonlit Oaks Ave Intersection, Oberlin Rd Intersection and Miner Street will all be upgraded. The signals will also be modified to include Accessible Pedestrian Signals (APS).

The Moonlit Oaks Ave Intersection is a four-leg intersection controlled by a signal.

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On the south leg of the intersection, a raised concrete median bordering the left side of the left turn only lane to separate the left turn only lane from the two-way left-turn lane (TWLTL) is proposed to reduce broadside type collisions. The City of Yreka concurs with the proposed raised concrete median to separate left turn movements.

The Miner Street Intersection is a four-leg intersection controlled by a signal. One of the Miner Street legs is a one-way street. Removing the southbound right-turn only lane from SR 3 to Miner St would increase available turn radius for right turns and increase space for sidewalks and curb ramps (bulb out). Eliminating this lane will reduce the number of conflict points within the intersection. The City of Yreka concurs with the removal of the southbound right-turn only lane.

### ***Signs:***

Street signs will be added at signalized intersections if they do not already exist. For example, the Moonlit Oaks Ave signal arm will include a street sign. Existing roadside signs will be replaced or upgraded as necessary.

### ***Bridge Rail and Metal Beam Guardrail:***

This project proposes to replace the existing Type 9 barrier rail at the Yreka Creek Bridge (No 02-0151) with the standard Type 842 (Modified) concrete barrier. To accommodate the new rail, each side of the bridge deck will need to be retrofitted with carbon fiber reinforced polymer (CFRP) strips. Due to patching from the retrofit a polyester concrete overlay will be required to provide a uniform riding surface. All work will be performed solely at deck level. Equipment and personnel will not be allowed access from the creek. Disturbances to the creek are considered prohibited, including falling debris.

The existing end treatments at the Yreka Creek Bridge are nonstandard and need to be replaced with new Midwest Guardrail System (MGS) railing, including WB-31 transitions and TL-2 terminals. The existing curb in front of the guardrail is also nonstandard and will be removed and replaced as necessary.

### ***Traffic Management Systems:***

There are six existing Traffic Management System (TMS) locations within the project limits; four will be replaced and two will be protected in place (see Table 6 below). There are also four proposed new TMS locations, three of which will have four new loops while the fourth location proposes installation of a closed-circuit television (CCTV) camera. See Table 6 for a description of locations and proposed work.

**Table 6: Existing TMS locations and proposed work**

County-Route-Post Mile	Location Description	Proposed Work	Condition
SIS – 3 – R47.3	Moonlit Oaks Ave	Replace 4 loops	Active
SIS – 3 – L48.1	Oberlin Rd	Replace 3 loops	Active
SIS – 3 – L49.2	Center St	Replace 3 loops	Active
SIS – 3 – L49.8	South of Jct. SR 3 / SR 263	Replace 3 loops	Active
SIS – 263 – 49.2	North of Jct. SR 3 / SR 263	Install 4 loops	Proposed
SIS –3 – Moonlit Oaks Ave	I-5 ramps/ Moonlit Oaks Ave	Install 4 loops	Proposed
SIS –3 – L50.2	I-5 ramps/ SR 3	Install 4 loops	Proposed
SIS – 3 – R48.3	SR 3, 1171’ north of Juniper Drive	Protect in place 2 loops/4 piezos	Active
SIS – 263 – 49.5	SR 263, 2106’ north of Jct 3	Protect in place 2 loops	Active
SIS – 3 – L49.84	Jct. SR 3 / SR 263	Install CCTV Camera	Proposed

**Lighting:**

There are multiple street lights within the vicinity of the proposed ADA work that will likely need to be relocated or replaced. Lights at intersections are typically state-owned with underground power supply. Other lights along the corridor are city-owned with overhead power supply.

**Borrow Site, Disposal Site, and Material Storage:**

No borrow sites will be utilized on this project.

Approximately 40,000 cubic yards of asphalt grindings and other materials will be generated from roadway excavation. Grindings and other construction debris will become property of the contractor. Some excavated materials may be reused onsite as embankment and/or disposed of at two optional disposal sites located within Caltrans’ right-of-way along SR 3 approximately 3 miles southwest of Yreka. Disposal Site 1 is located on the east side of the roadway at post mile 43.8 and can accommodate approximately 31,500 cubic yards of material; Disposal Site 2 is on the west side of the roadway between post miles 41.0 and 41.5 and can accommodate approximately 25,000 cubic yards of material. Both sites have not previously been utilized as a disposal site, therefore tree and shrub removal would be necessary to develop the sites for disposal purposes. Tree removal would be required outside the nesting season for migratory birds.

Per North Coast Regional Water Quality Control Board regulations for Siskiyou

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County, the State cannot place grindings for permanent use within State right of way. If the contractor needs to stockpile grindings in the State Right of Way for staging purposes, they will need to provide perimeter controls and cover exposed grindings when there is a 50% or greater chance of rain in the forecast.

***Staging Areas and Portable Batch Plant:***

Staging areas would occur at three locations: a field west of the Raley's shopping center, a graveled turnout northwest of the intersection at Deer Creek Way, and on a City-owned parcel southeast of the intersection of 4H Way and Campus Drive. Concrete used for paving will be produced from a temporary portable concrete batch plant or from a local commercial supplier. Potential sites for the temporary portable concrete batch plant would be at either the Caltrans maintenance yard in Yreka, between Interstate 5 and the northbound offramp at the intersection with SR 3, or between Interstate 5 and the northbound onramp at the intersection with County Road A12 near Grenada.

***Project Capital Cost:***

An estimate for capital costs associated with the Build Alternative has been prepared. The cost estimate, \$48,175,000 in current day dollars, is included as Attachment D.

***Nonstandard Mandatory and Advisory Design Features:***

Nonstandard features in this project include sidewalk widths, curb ramp locations, minimum profile grades, vertical curve lengths, superelevation rates, superelevation transitions, cross slopes, minimum horizontal clearances, angle of intersection and minimum corner sight distance (at signalized, unsignalized and private road intersections). A Design Standard Decision Document (DSDD) will be approved during the next phase of the project when additional geometric data is available. John Martin, Office Chief for Design Redding, and Robert Nixon, District Design Liaison, conceptually concurred with these nonstandard features during a consultation meeting conducted on January 8, 2019, and they agreed to defer approval of the nonstandard features until the next phase of the project.

**Table 7: Design Standards Risk Assessment**

Alternative	Design Standard from Highway Design Manual (HDM)	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
1	<p><b>Sidewalks and Walkways Index 105.2</b>  <u>The minimum width of a sidewalk should be 8 feet between a curb and a building when in urban and rural main street place types. For all other locations the minimum width of sidewalk should be 6 feet when contiguous to a curb or 5 feet when separated by a planting strip.</u></p>	High	The sidewalk width will be limited due to the existing downtown constraints such as existing roadway configuration, parking, sidewalk conforms at buildings, businesses and residential properties. The proposed sidewalk width will meet or exceed existing widths and meet the minimum ADA requirements listed in DIB-82.
2	<p><b>Guidelines for the Location and Design of Curb Ramps Index 105.5</b>  <u>For reconstruction or new construction, a curb ramp or blended transition should serve each pedestrian crossing.</u></p>	High	The curb ramps will be limited due to the existing downtown constraints such as existing roadway configuration, sidewalk conforms at buildings, businesses and residential properties. The downtown configuration only allows space to place 1 curb ramp per corner. The proposed curb ramps will meet the minimum ADA requirements listed in DIB-82.
3	<p><b>Standards Grade Index 204.3</b>  <u>Minimum grades should be 0.5 percent in snow country and 0.3 percent at other locations.</u></p>	High	The 0.5% or flatter profile grade does not meet design standard for snow country, however cross slope and gutter flowlines paired with upgraded drainage facilities will accommodate surface water to minimize potential ponding on the roadbed.
4	<p><b>Vertical Curve Index 204.4</b>  <u>The vertical curves used for algebraic grade differences of less than 2 percent, or design speeds less than 40 miles per hour, the</u></p>	High	This condition will be limited due to the existing downtown constraints such as intersections, cross streets and sidewalk conforms at buildings,

	<u>vertical curve length should be a minimum of 200 feet.</u>		businesses and residential properties.
5	<b>Standards for Superelevation Index 202.2, Table 202.2C</b> <b>Superelevation rate from Table 202.2C shall be used with the minimum curve radii and design speed (Vd).</b>	High	The curve radii, superelevation rate, and roadway alignment will be limited due to the existing downtown constraints such as intersections, cross streets and sidewalk conforms at buildings, businesses and residential properties.
6	<b>Superelevation Transition Index 202.5</b> <u>A superelevation transition should be designed in accordance with the diagram and tabular data shown in Figure 202.5A</u>	High	The superelevation transition rate will be limited due to the existing downtown constraints such as intersections, cross streets and sidewalk conforms at buildings, businesses and residential properties.
7	<b>Cross Slope Index 301.3</b> <b>The standard cross slope to be used for new construction on the traveled way for all types of surfaces shall be 2 percent.</b>	High	The 2% cross slope will vary due to the existing downtown constraints such as intersections, cross streets and sidewalk conforms at buildings, businesses and residential properties.
8	<b>Cross Slope Index 302.2</b> <i>Right Shoulders-</i> In normal tangent sections, <b>shoulders to the right of traffic shall be sloped at 2 percent to 5 percent away from the traveled way.</b>	High	The 2% to 5% shoulder cross slope will vary due to the existing downtown constraints such as intersections, cross streets and sidewalk conforms at buildings, businesses and residential properties.
9	<b>Clearances Index 309.1</b> On conventional highways with curbs, typically in urban conditions, a minimum horizontal clearance of 1 foot 6 inches should be provided beyond the face of curbs to any obstruction.	High	Several existing utility poles are placed less than 18 inches from the face of curb. Due to the low speeds, shoulders, and parking at the utility pole locations the risk of the poles being hit by through traffic is minimal. There are no major incidents documented for vehicular hits on utility poles.
10	<b>Angle of Intersection Index 403.3</b> <u>When a right angle cannot be provided due to physical constraints, the interior angle should be designed as close to 90</u>	High	The Moonlit Oak Ave and State Route 3 Intersection interior angle is less than 75 degrees, to modify this intersection would require business relocations or major roadway realignment. Mitigation efforts will be

	<u>degrees as is practical, but should not be less than 75 degrees. Mitigation should be considered for the affected intersection design features.</u>		considered to meet or improve existing intersection configuration.
11	<b>Corner Site Distance index 405.1 (2)</b> <u>The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1...</u>	High	The corner site distance is restricted by existing features such as buildings, business, trees and private features outside the current Right of Way.
12	<b>Corner Site Distance index 405.1 (2)</b> The Public Road Intersections (Refer to Topic 205)- <u>At unsignalized public road intersections (see Index 405.7) corner sight distance applies.</u>	High	The corner site distance is restricted by existing features such as buildings, business, trees and private features outside the current Right of Way.

***Railroad Involvement:***

This project requires no railroad involvement.

***Highway Planting and Erosion Control:***

Hydroseed will be applied to disturbed soil areas along new cut and fill slopes. Planters with conduit for irrigation between Lane St and North St were considered during the design phase and were determined to be unnecessary due to limited space, maintenance needs, and cost. Highway planting is not part of the scope of work for this project.

***Storm Water:***

This location will have a total disturbed soil area of 45 acres and will be constructed under a Storm Water Pollution Prevention Plan (Risk Level 2). Yreka Creek is tributary to the Shasta River and ultimately to the Klamath River. The Shasta River and the Klamath River have been identified as having high priority Total Maximum Daily Loads (TMDLs) in which Caltrans is a stakeholder. The Shasta River has Caltrans Priority TMDL for Dissolved Oxygen and Temperature. The Klamath River has TMDLs for Temperature, Dissolved Oxygen, and Nutrients.

This project anticipates 0.48 acres of new impervious area. The increase to impervious area occurs in areas where surface water sheet flows from the roadway into vegetated ditches or slopes. Biofiltration strips will be deployed to treat runoff. This strategy will treat 100% of the new impervious area (0.48 acres). There are no existing treatment Best Management Practices (BMPs) within the project limits.

The proposed treatment BMPs will treat 4.57 acres of pavement area. The additional 4.09 acres of treatment BMP areas will be documented and used as an Alternative Compliance Credit source for future projects in this corridor/watershed, subject to Regional Water Quality Control Board (RWQCB) concurrence. Construction site BMPs will be incorporated into the project plans.

### **Build Alternative Options:**

The build alternative evaluated multiple options dealing with a combination of structural section strategies and locations of different pavements throughout the project limits.

All HMA Pavement Option: This option evaluated placing HMA pavement throughout the entire project. HMA was preferred over rigid pavement in several locations because 1) the anticipated life of the pavement (20 years) better matched the expected remaining life of the existing utilities; 2) the HMA can be quickly constructed providing additional staging flexibility which decreases impacts to business; and 3) in most cases the cost of the HMA structural section is lower than the rigid structural section.

All JPCP Option: This option evaluated placing JPCP throughout the entire project. The JPCP was preferred over HMA in several locations because 1) the anticipated life of the pavement (35 years) better matched the expected remaining life of the recently replaced utilities in some locations of the project limits; 2) JPCP is durable and requires minimal maintenance over the course of the expected design life; and 3) the placement of the JPCP typically impacts businesses and the community more during construction but essentially eliminates additional impacts due to maintenance activities for an estimated 35 years. This option also evaluated using rapid set concrete in select locations such as intersections and driveways to help minimize impacts to business and the community during construction.

JPCP (Rapid Set) Option: This option evaluated placing JPCP (Rapid Set) throughout the entire project. The JPCP (Rapid Set) was desirable due to the 35-year design life and limited impacts to businesses and the community during construction. The major setback to this option was the additional cost.

All JPCP (No Rapid Set) Option: This option evaluated placing JPCP throughout the entire project. The JPCP was desirable due to the 35-year design life and life cycle cost

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analysis. The major setback to this option was the additional impacts to the community and businesses during construction.

## REJECTED ALTERNATIVES

Several alternatives and design options were considered and rejected during the Project Study Report and preliminary design phase. With the concurrence of the Project Development Team, the alternatives and design options have been set aside from further study. The variations can be summarized in the following options that were rejected.

- Roundabout: There were several design variations that incorporated a roundabout at the intersection of SR 3 and Broadway. The roundabout was rejected as a viable alternative for several reasons including additional cost, large footprint requiring additional commercial property, impacts to the businesses during construction, driver expectation in the Yreka community, and lack of support or interest from the City of Yreka.
- Continuously Reinforced Concrete Pavement (CRCP): The long-life rigid pavement strategy was evaluated and rejected as a viable alternative due to additional construction cost. The cost was determined to be too expensive due to low production rates cause by limited access and staging areas with the constrained downtown project setting.
- 40-year Long Life Hot Mix Asphalt: A long-life HMA pavement strategy was evaluated and rejected as a viable alternative due to additional construction cost. The cost was determined to be too expensive due to the thickness of the HMA structural section and the routine maintenance necessary for HMA over the course of a 40-year design life.

## 6. CONSIDERATIONS REQUIRING DISCUSSION

### HAZARDOUS WASTE

An Initial Site Assessment (ISA) was conducted to identify potential hazardous waste generated from this project. The ISA noted that the project site is not within Cortese List locations, but there are several hazardous materials that will require consideration in the project development and construction.

- Lead Contaminated Soil – Aerially Deposited Lead (ADL) may be present at hazardous levels within the project area. A Site Investigation (SI) is required in the design phase to determine what levels of ADL are present. Based on the results of the SI, contract

- 
- specifications and bid items will be included to address handling and disposal of lead contaminated soil.
- Treated Wood Waste – Wood sign posts are known to contain hazardous chemicals. All wood sign posts that are removed as part of the project will be disposed of in accordance with standard special provision 14-11.14, *Treated Wood Waste*.
  - Yellow Traffic Stripes – Hazardous levels of lead and chromium are known to exist in yellow traffic stripes. These stripes will be removed as part of the pavement removal operation, bringing the lead and chromium down to non-hazardous levels. Pavement grindings with both yellow and white stripe residue will be removed and disposed of in accordance with standard special provision 36-4, *Residue Containing High Lead Concentration Paints*.
  - An asbestos survey will be required for the Yreka Creek Bridge to determine if any asbestos is present and what precautions (if any) are required during construction.

## VALUE ANALYSIS

A value analysis (VA) is required based on the requirements set forth in Senate Bill 1 (SB1), which California requires a VA to be conducted when the total project costs are greater than \$25 million (FHWA requires a VA for projects greater than \$50 million). The VA study was conducted in September of 2019, several alternatives and concepts were proposed and evaluated. District 2 Management has been briefed on the design options proposed by the VA study and have decided on which to accept or reject. The information developed during the VA study was instrumental in the development of the project scope for this project.

Concepts derived from the VA study include:

- Install a portable concrete batch plant near project site.
- Optimize locations of JPCP and HMA to maximize value.
- Utilize Rapid Set Concrete (RSC) to minimize impact to the community in select locations.
- Implement traffic calming concept from Oberlin Rd to Broadway Connection.

## RIGHT OF WAY

Right of way acquisition will be required for this project. New right of way, temporary construction easements (TCEs), and permits to enter and construct (PECs) are required at various locations. It is anticipated to acquire approximately 1.5 acres of new right of way and 8.4 acres of temporary construction easements involving approximately 150 residential and commercial properties.

Utility relocations will be required for this project. Utility conflicts exist at locations of the proposed drainage inlets, new culverts, and locations where existing utility depths are less than the minimum clearances as described in Chapter 17 of the Project Development Procedures Manual (PDPM). Several utility vaults, pull boxes, valves, meters, fire hydrants, utility poles and manhole covers are in conflict with proposed sidewalk, roadway reconstruction, and curb and gutter. Utilities in conflict will be relocated or adjusted as necessary to properly construct the recommended improvements.

Right of way costs include property acquisition, permit fees, and the State's share of any required utility relocation.

## **ENVIRONMENTAL COMPLIANCE**

An Initial Study (Negative Declaration) has been prepared pursuant to the California Environmental Quality Act (CEQA). A Categorical Exclusion (CE) has been prepared pursuant to the National Environmental Policy Act (NEPA). The environmental documents are included in Attachment E.

The proposed project has the potential to result in a variety of community impacts (e.g., noise/vibration/dust impacts, economic impacts, acquisition of right-of-way, recreational impacts, potential disruption of utilities, slightly longer travel time for the traveling public, and is anticipated to have a negligible impact on response time for emergency services) during construction. Various measures will be implemented to avoid/minimize community impacts to levels that are less than significant.

No sensitive habitats will be impacted by the proposed work. Although no special-status animal species will be affected by the proposed work, one special-status plant species (Yreka phlox) could potentially be affected by use of the disposal site at Sis-3 post mile 43.8. In addition, a variety of migratory birds may nest in vegetation within the project area and could be affected by the proposed work. The proposed work could also result in the introduction/spread of noxious weeds. With implementation of avoidance/minimization measures for habitat protection, species protection (including nesting migratory birds), and invasive species control, the proposed project will have a less than significant impact on biological resources.

Construction of the project has the potential to result in temporary impacts to air quality (including emission of greenhouse gases and odors associated with paving) and water quality. However, various measures will be implemented to avoid/minimize impacts on air quality and water quality to levels that are less than significant.

Work at the intersection of SR 3 and West Miner Street occurs in close proximity to the Third Street and Miner Historic District. However, properties adjacent to the project area are not contributing elements of the Historic District. Therefore, this undertaking does

not affect the Historic District and results in a finding of No Effect to historic resources. The project will not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to §15064.5. With implementation of a standard avoidance/minimization measure to address any buried cultural materials that may be discovered during construction, the proposed project has a less than significant impact on cultural resources.

**GREEN HOUSE GAS (GHG) EMISSIONS**

The project does not increase capacity and does not change travel demands or traffic patterns. Therefore, the project does not result in an increase in operational GHG. However, GHG emissions will occur during construction. Estimates of various GHG including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and hydroflouorocarbons (HFCs) were made for each year of construction using Cal-CET2018 (1.1). As shown in Table 8, the primary GHG released during construction is CO<sub>2</sub>.

The project’s direct and indirect impacts with respect to global climate change are less than significant.

**Table 8: Estimates of GHG Emissions During Construction (in U.S. tons)**

Construction Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	HFCs	CO <sub>2e</sub> <sup>1</sup>
2022	879	0.028	0.049	0.029	1,325
2023	152	0.005	0.010	0.007	252
Total	1,032	0.032	0.059	0.036	1,577

<sup>1</sup> A quantity of GHG is expressed as carbon dioxide equivalent (CO<sub>2e</sub>) that can be estimated by the sum after multiplying each amount of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs by its global warming potential (GWP). Each GWP of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs is 1, 25, 298, and 14,800, respectively.

**7. OTHER CONSIDERATIONS**

**ROUTE MATTERS**

There are no freeway agreements, new connections, route adoptions, or relinquishments required with this project.

## **PERMITS**

Proposed work activities do not require permits from the California Department of Fish and Wildlife and Army Corps of Engineers. A Categorical Waiver of Waste Discharge Requirements will be obtained from the North Coast Regional Water Quality Control Board (NCRWQCB) for work occurring over drainages. In addition, a Notice of Intent will be filed to obtain coverage under the NPDES General Construction Permit (the permit regulates the discharge of storm water runoff from construction sites). Work occurring at the entrance to the Forest Service warehouse facility may require a Letter of Concurrence or Special Use Permit from the Forest Service.

Mitigation will not be required on this project.

## **COOPERATIVE AGREEMENTS/MAINTENANCE AGREEMENTS**

This project anticipates a Cooperative Agreement between Caltrans and the City of Yreka to fund the installation of one or more rapid flashing beacon systems as part of this proposed project.

Existing maintenance agreements applicable to the project limits will be reviewed and revised as needed by the District 2 Maintenance Engineering Office as a part of this project. The District has initiated a discussion about the current and future maintenance agreements, and will continue to communicate with the City of Yreka. The current maintenance agreement with the City of Yreka was executed in June of 2016. During the development of this project it is anticipated a new maintenance agreement will be required.

## **CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CMGC)**

This project is utilizing the CMGC process for project delivery and construction. The CMGC process allows contractors to be evaluated by set criteria in a Request for Qualification (RFQ) and a contractor is selected based on their responses provided in the Statement of Qualifications (SOQ). Once the contractor is selected they provide input on the project during the design phase and per the CMGC process are anticipated to become the contractor for the project. For additional information about CMGC or the additional information regarding the CMGC process visit the CMGC Pilot Program Website: <http://www.dot.ca.gov/hq/oppd/cmgc/>

The CMGC for this project is Myers-Shea, a joint venture. This contractor is allowed to provide input during the design phase to improve constructability, innovation, and identify/mitigate risks. If the CMGC process works as anticipated, based on Caltrans'

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other CMGC projects, Myers-Shea will be the contractor for this project once the design phase is complete.

## **TRANSPORTATION MANAGEMENT PLAN**

A Transportation Management Plan (TMP) will be prepared for this project. The TMP will include lane and ramp closure charts, provisions for construction zone enhanced enforcement patrol (COZEEP), Portable Changeable Message Signs (PCMSs), portable radar feedback signs, and worker safety media campaigns.

This project will require a work zone speed limit reduction. Due to the frequent changes in the posted speed limit throughout the project limits, a more consistent speed limit between 25 and 35 MPH through work zones is anticipated.

A TMP Data Sheet has been prepared and is included as Attachment G.

## **STAGE CONSTRUCTION**

This project will be constructed in multiple stages. Staging and traffic handling plans will be included in the project plans. In most locations the first item of work will be relocating utilities, placing temporary and permanent drainage facilities, constructing curb ramps, driveways, and sidewalk.

There will be a combination of shifting traffic between the existing and proposed roadway during construction. There will be multiple strategies minimizing impacts to the community and businesses. Some of the strategies that will be utilized will be half width construction during day time hours, typically in the residential areas. Night time work and 55-hour road closures will typically be used in the business areas and high community impact areas such as intersections, on-ramp connections, and off-ramp connections.

The length and location of the roadway work will be strategically placed to maximize production rates while minimizing the time and disturbance to the businesses and the impacts to the community. The lengths of the work zones will vary depending on the length per city blocks, the number of businesses, intersections, driveways, and several other factors that contribute in the work zone length determinations. When practical the JPCP sections of roadway immediately in front of business entrances, exits, and driveways, will use rapid set concrete. The rapid set concrete will accelerate concrete cure time to allow access in a shorter duration of time, ensuring limited impacts to local business and residents.

## **TITLE VI CONSIDERATIONS**

Provisions for low mobility and minority groups have been considered during the development of this project. This project meets Title VI requirements.

## **COMPLETE STREETS**

This project facilitates the department's complete street concepts and goals by proposing improvements that promote multi-modal use, provide system connectivity, and fulfill the needs of all transportation users and assets.

## **8. PROGRAMMING AND FUNDING**

### **PROGRAMMING**

A Programming Sheet has been prepared to identify proposed capital and support costs, as well as the PYs needed for support, broken down by functional unit and fiscal year. The Programming Sheet is included as Attachment I.

### **FUNDING**

This project is proposed to be funded through the State Highway Operation and Protection Program (SHOPP) Roadway Rehabilitation 20.XX.201.120 in the 2021/2022 fiscal year. It has been determined that this project is eligible for Federal-aid funding. The total capital cost estimate is \$48,175,000. For a detailed cost estimate, see Attachment D.

## 9. SCHEDULE

The schedule for this project is as follows:

Project Milestones		Milestone Date (Month-Day-Year)
PROGRAM PROJECT	M015	3-22-2018
BEGIN ENVIRONMENTAL	M020	6-12-2018
CIRCULATE DPR & DED EXTERNALLY	M120	2-7-2020
PA & ED	M200	5-1-2020
DESIGN P&E	M300	11-1-2021
PS&E TO DOE	M377	1-24-2022
DRAFT STRUCTURES PS&E	M378	10-4-2021
PROJECT PS&E	M380	2-7-2022
RIGHT OF WAY CERTIFICATION	M410	3-7-2022
READY TO LIST	M460	3-21-2022
AWARD	M495	6-23-2022
APPROVE CONTRACT	M500	7-21-2022
CONTRACT ACCEPTANCE	M600	11-17-2025
END PROJECT EXPENDITURES	M800	5-17-2028
FINAL PROJECT CLOSEOUT	M900	2-8-2030

## 10. RISKS

A risk management plan (RMP) has been completed for this project and is included in this report as Attachment H. Summaries of the most pertinent project-related risks are as follows:

### Drainage

- Difficulty relocating drainage inlets to accommodate new curb ramps and sidewalks could lead to unanticipated design of drainage systems. Adding new drainage systems to improve surface water conveyance could introduce additional utility conflicts and may create connectivity issues to the existing drainage system being utilized for the ultimate outfall locations.

### Performance Measures

- New information from surveys and other data sources may lead to alterations in the number and types of assets improved by the project, which could potentially result in a project change request (PCR) if the project performance measures listed at PS&E and RTL do not match the project's performance measures listed at PA&ED.

### **Right of Way**

- The significant utility conflicts and relocations could impact construction working days and schedule. In addition, relocations pose a risk to the construction start date and may require coordination and scheduling to prevent delay charges to the owner.
- Unknowns involving underground utilities could impact construction operations.
- The number of Temporary Construction Easements (TCEs) and Permanent Construction Easements (PCEs) significantly increases the likelihood that condemnation will be required, or that the roadway design will need to be modified to eliminate the easement or individual parcel need for the project.

## **11. EXTERNAL AGENCY COORDINATION**

### **External Agencies**

Coordination has been initiated with the following agencies:

#### North Coast Water Quality Control Board

Waiver for Waste Discharge Requirements (WDRs)  
Water Quality Certification

#### City of Yreka

Public Works Department, City Management, and City Council

#### Siskiyou County

Local Transportation Commission and Siskiyou Transit and General Express (STAGE)

#### US Forest Service

Letter of Concurrence or Special Use Permit

#### Siskiyou County Air Pollution Control District

Authority to Construct (temporary mobile concrete batch plant)  
Permit to Operate (temporary mobile concrete batch plant)

## 12. PROJECT PERSONNEL

Sean Shepard	Project Manager	(530) 225-3530
Toby Crawford	Design Branch Chief	(530) 225-3365
Travis Gurney	Design Project Engineer	(530) 225-3533
Gary Blakesley	Structure Design Branch Chief	(916) 227-8461
Erwin Rufino	Structure Design Project Engineer	(916) 227-9308
Keith Pelfrey	Environmental Branch Chief	(530) 225-2085
Darrin Doyle	Environmental Coordinator	(530) 225-0311
Marla Despas	Biologist	(530) 225-3475
Russell Adamson	Archeologist	(530) 225-2743
Joe Baltazar	Traffic Management Chief	(530) 225-3245
Bill Walker	Right of Way Senior	(530) 225-4517
Karen Hawkins	Right of Way Manager	(530) 225-3022
John Hinton	Construction Engineer	(530) 604-4847
Rob Stinger	Traffic Operations Chief	(530) 225-3229
Bryan Selving	Right of Way Engineering Senior	(530) 225-3057
Carl Snibbe	Maintenance Area Superintendent	(530) 842-2723

### 13. ATTACHMENTS

Attachment A	Location Map (1)
Attachment B	Preliminary Project Plans (50)
Attachment C	Structures Advance Planning Study (APS) Alternatives (2)
Attachment D	Cost Estimate (10)
Attachment E	Environmental Document (178)
Attachment F	R/W Data Sheet (4)
Attachment G	TMP Data Sheet (8)
Attachment H	Risk Management Plan (3)
Attachment I	Programming Sheet (1)
Attachment J	Stormwater Data Report PA&ED (11)
Attachment K	Project Performance Measures (1)
Attachment L	Culvert Inventory Assessment (6)

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**Attachment A  
Location Map**

INDEX OF PLANS

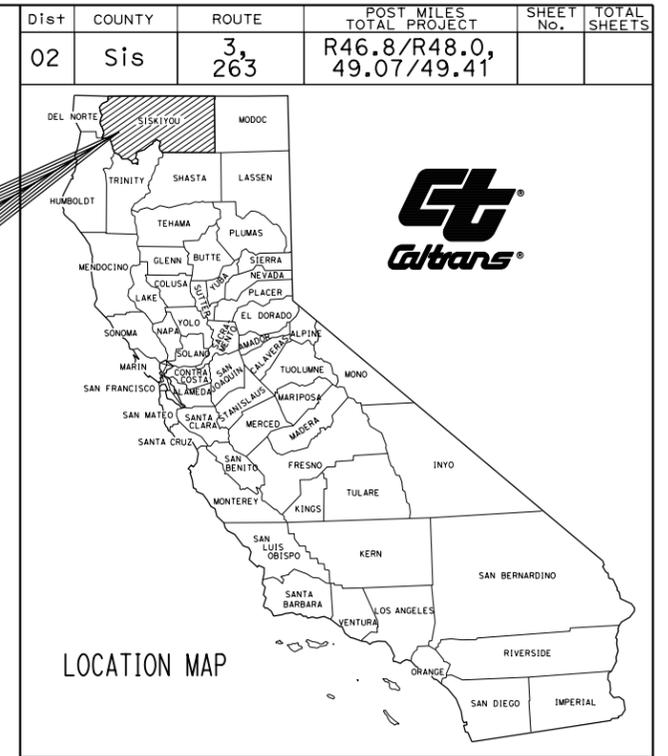
SHEET No. DESCRIPTION

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY

IN SISKIYOU COUNTY IN YREKA ON ROUTE 3 FROM  
0.4 MILE NORTH OF LAURA LANE TO JUNIPER DRIVE  
AND ON ROUTE 263 FROM ROUTE 3 TO 1.0 MILE  
SOUTH OF LONG GULCH ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

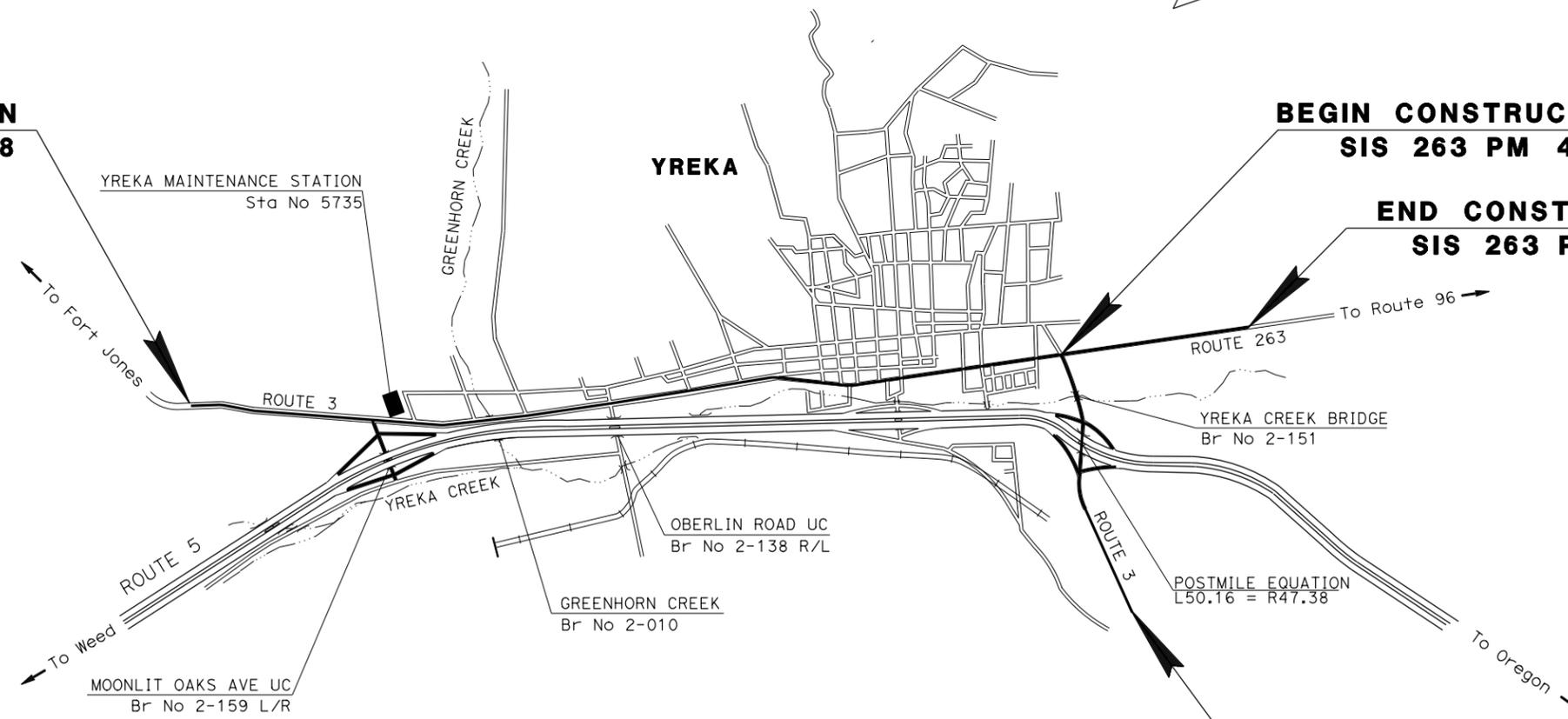


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**BEGIN CONSTRUCTION**  
SIS 263 PM 49.07

**END CONSTRUCTION**  
SIS 263 PM 49.41

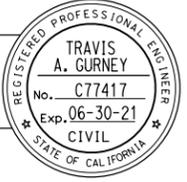
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PROJECT MANAGER  
SEAN SHEPARD

DESIGN MANAGER  
JOHN MARTIN

PROJECT ENGINEER DATE  
REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE  
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No. **02-1H5204**  
PROJECT ID **0217000009**

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE



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DGN FILE => 0217000009ab001.dgn

UNIT 0000 PROJECT NUMBER & PHASE 02-1700-0009 EA 02-1H520

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**Attachment B**  
**Preliminary Project Plans**

**NOTES:**

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.
4. ALL GUTTER PAN SLOPES ARE 4.0%.

**ABBREVIATIONS:**

PET PAVEMENT EDGE TREATMENT (TAPERED EDGE)  
(E) EXISTING

**DESIGN DESIGNATION**  
SIS-3-R46.8/L47.264  
"A1" 100+55 TO "A1" 122+30

ADT (2022)	15,874	D	57%
ADT (2062)	19,034	T	3%
DHV	1752	V	40 mph
ESAL	2,320,300	TI <sub>20</sub>	10
		TI <sub>40</sub>	11

PAVEMENT CLIMATE REGION: HIGH DESERT

**DESIGN DESIGNATION**  
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		TI <sub>40</sub>	9.5

PAVEMENT CLIMATE REGION: HIGH DESERT

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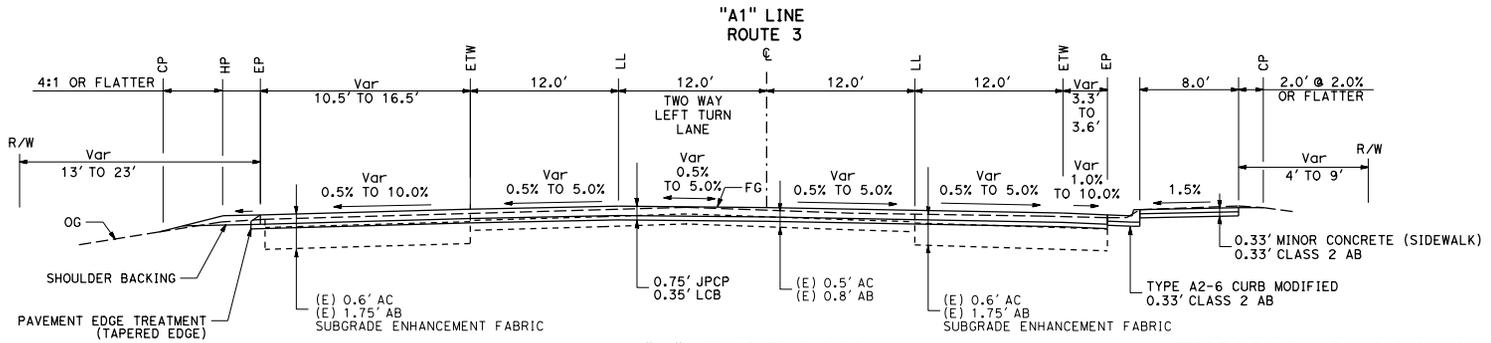
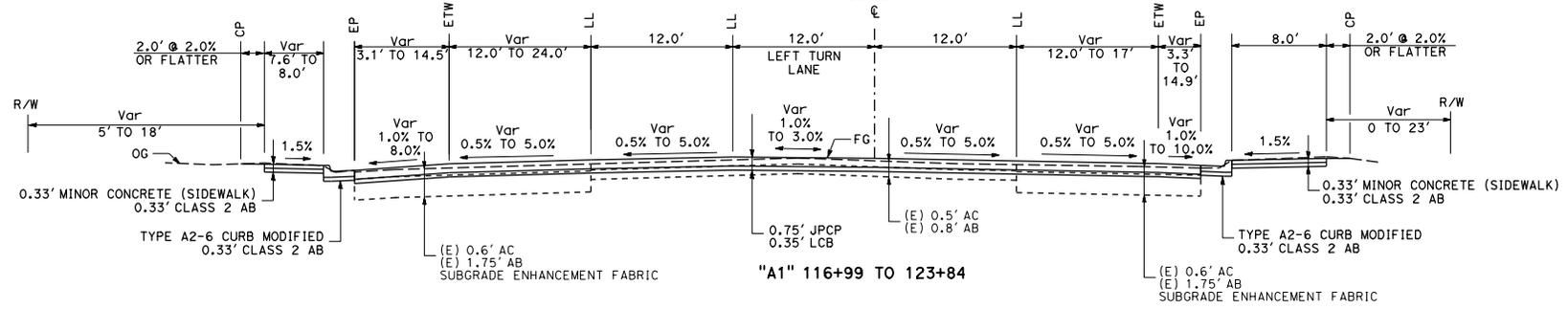
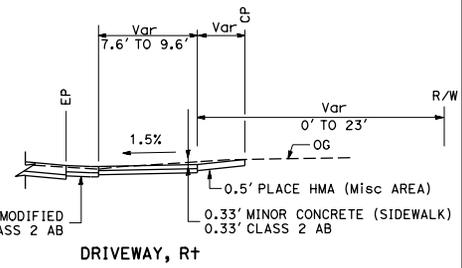
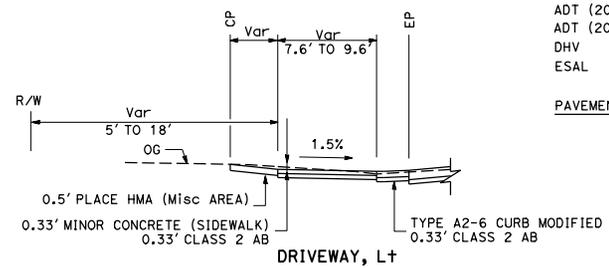
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PAVEMENT CLIMATE REGION: HIGH DESERT

**DESIGN DESIGNATION**  
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		TI <sub>40</sub>	9.5

PAVEMENT CLIMATE REGION: HIGH DESERT



**TYPICAL CROSS SECTIONS**  
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REGISTERED CIVIL ENGINEER DATE XX-XX-XX  
PLANS APPROVAL DATE XX-XX-XX

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REGISTERED PROFESSIONAL ENGINEER  
TRAVIS A. GURNEY  
No. C77417  
Exp. 6-30-21  
CIVIL  
STATE OF CALIFORNIA

DESIGN

FUNCTIONAL SUPERVISOR TOBY CRAMFORD

REVISOR BY DATE REVISOR

CALCULATED BY DESIGNED BY CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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BORDER LAST REVISED 7/2/2010



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TIME PLOTTED => 13:00

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XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

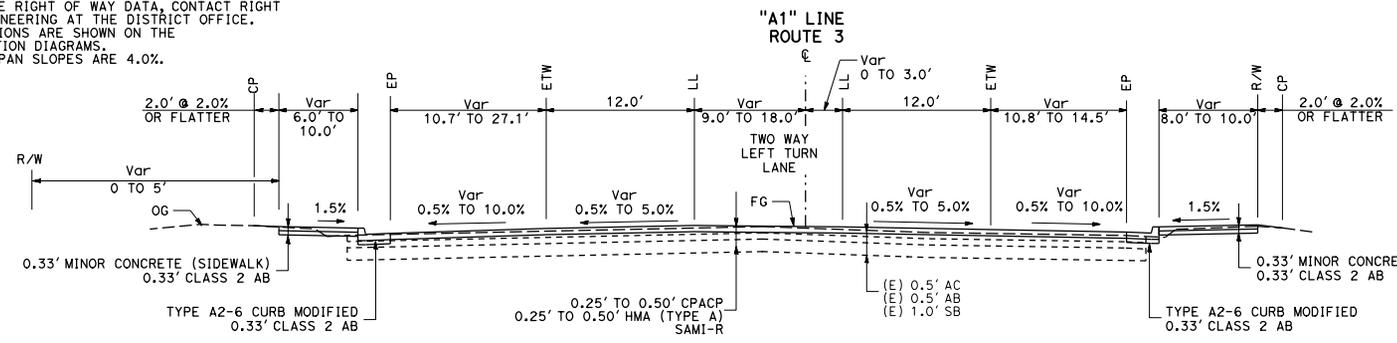
  

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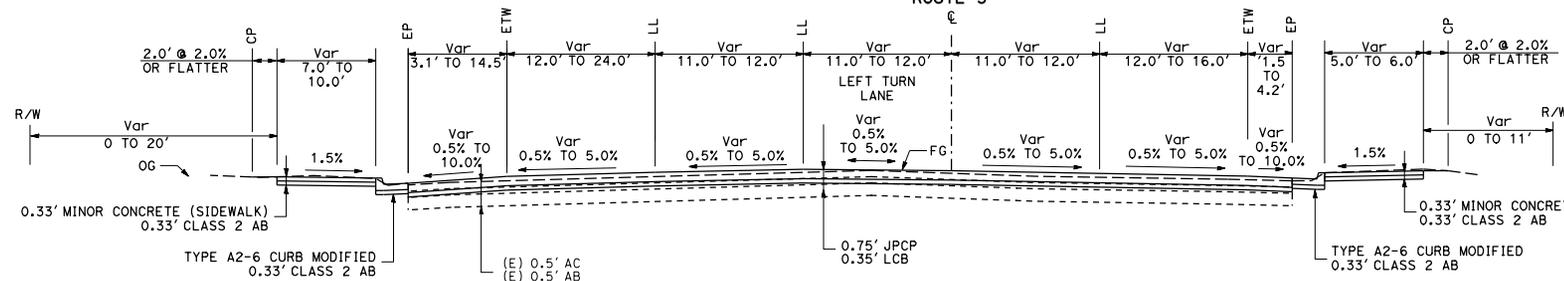
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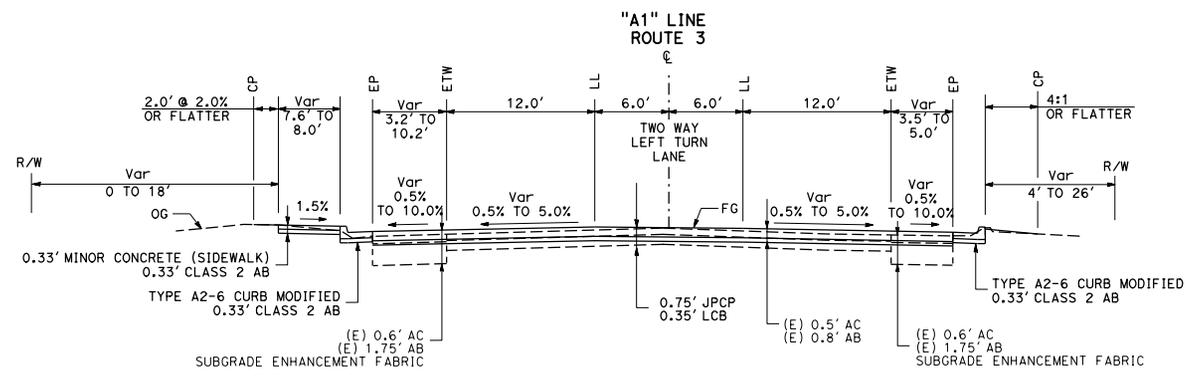
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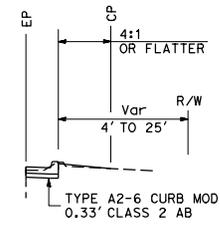
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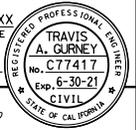
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FUNCTIONAL SUPERVISOR  
TOBY CRAMFORD

DESIGN  
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
El-Caltans

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER			DATE	XX-XX-XX	
REGISTERED PROFESSIONAL ENGINEER			DATE	XX-XX-XX	
PLANS APPROVAL DATE			XX-XX-XX		
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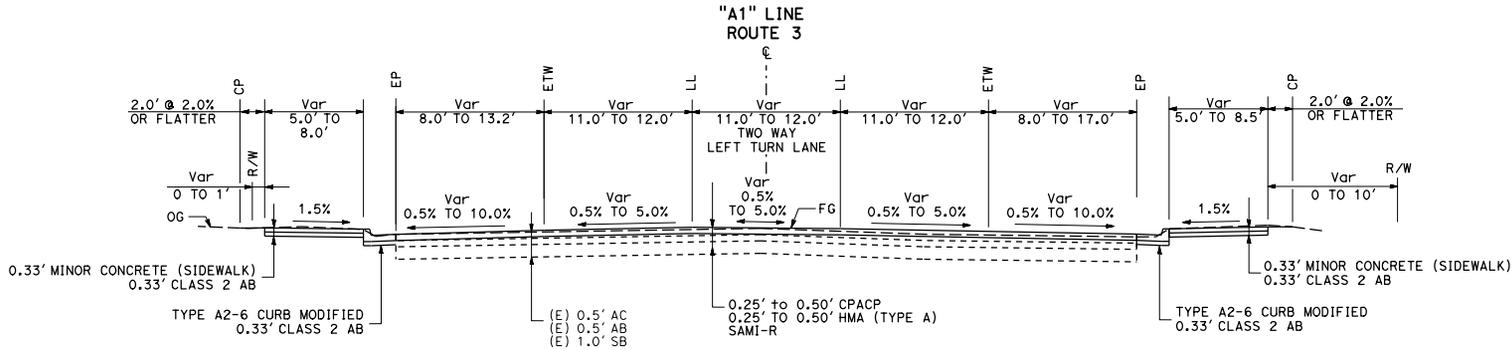
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REVISOR  
DATE

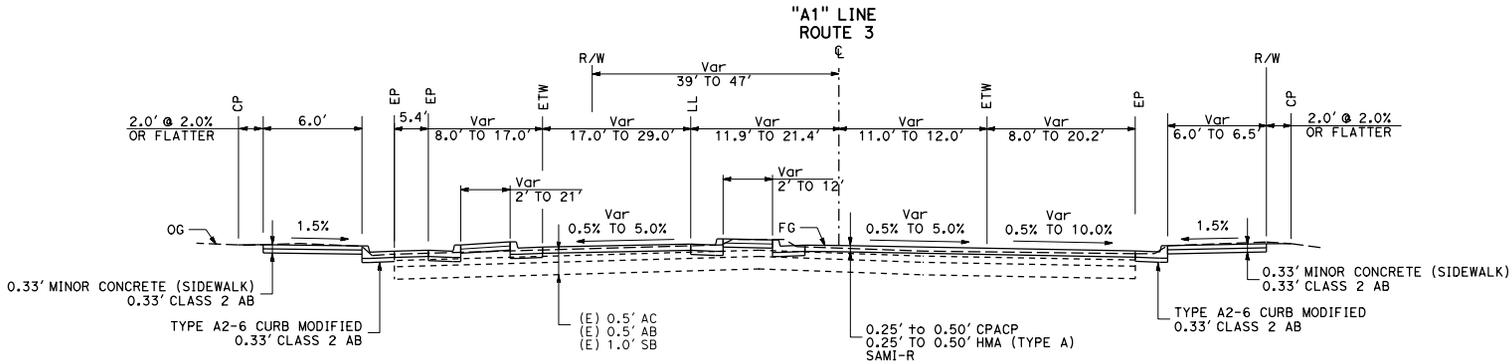
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DESIGN  
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
Caltrans



"A1" 209+40 TO 259+10



"A1" 205+00 TO 209+40

**TYPICAL CROSS SECTIONS**  
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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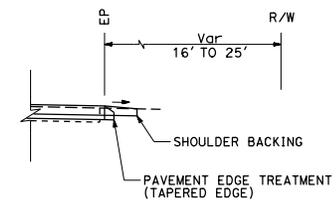
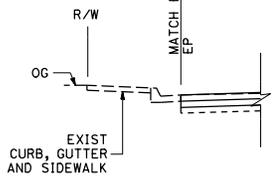
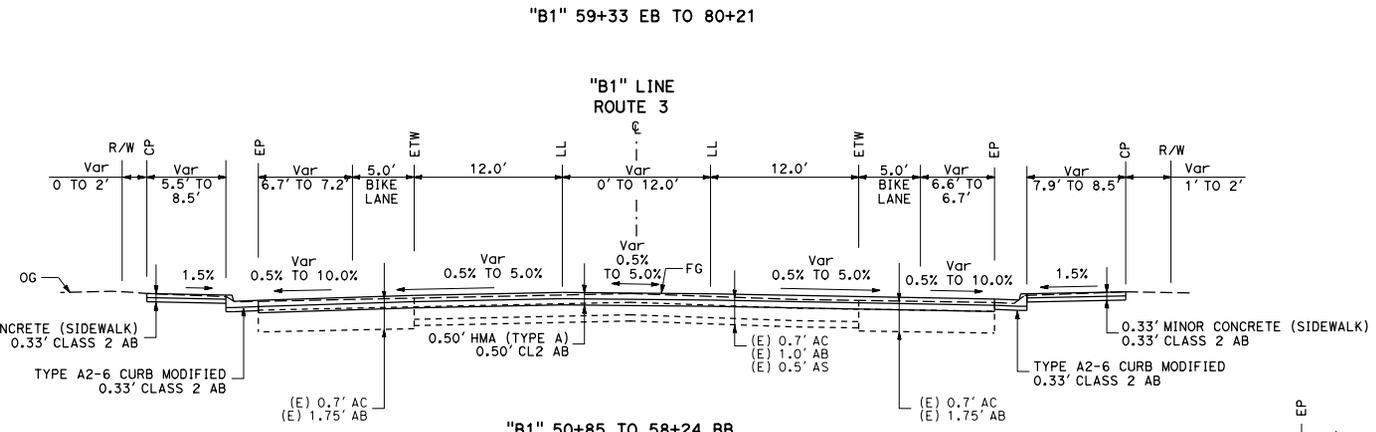
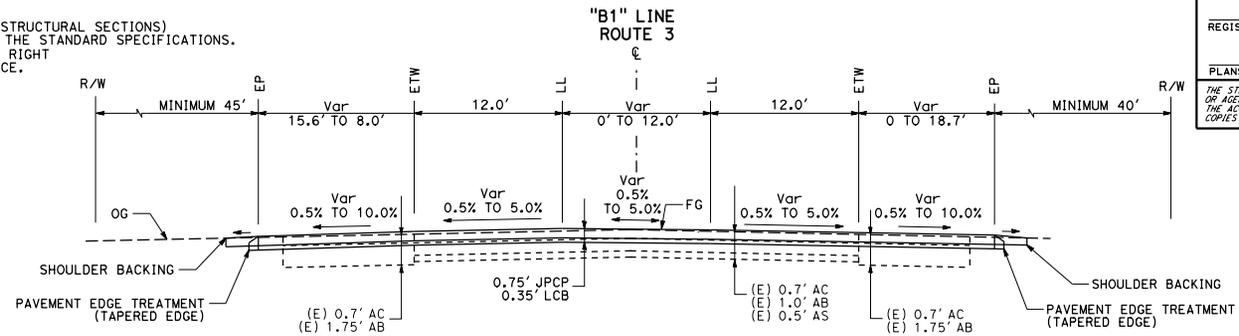
XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

PLANS APPROVAL DATE

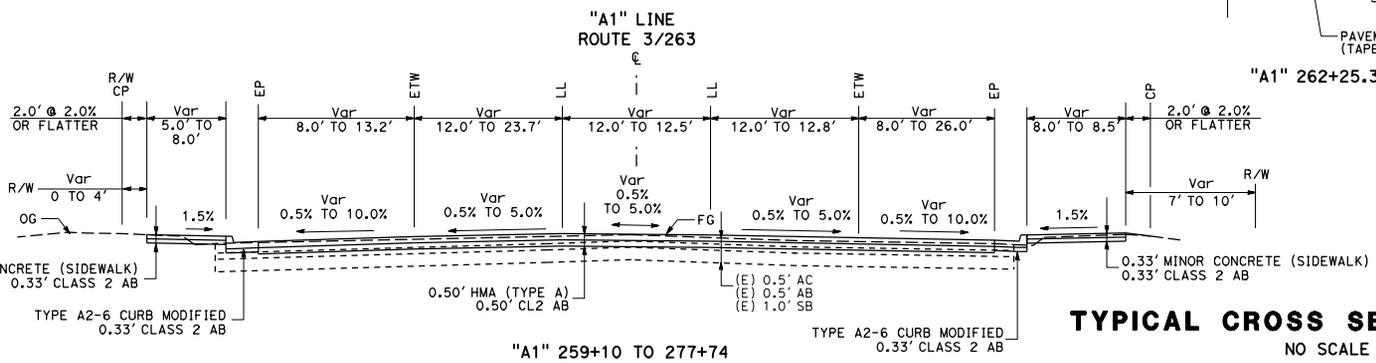
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTES:**

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.
4. ALL GUTTER PAN SLOPES ARE 4.0%.



"A1" 262+23.7 TO 277+74, Lt



"A1" 262+25.3 TO 277+74, Rt

**TYPICAL CROSS SECTIONS**  
NO SCALE

DESIGNED BY: [ ]  
 CHECKED BY: [ ]  
 CALCULATED BY: [ ]  
 DESIGNED BY: [ ]  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 REVISIONS: [ ]  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 CIVILTRANS

DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:00

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
XX-XX-XX	
PLANS APPROVAL DATE	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTES:**

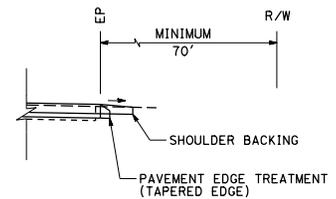
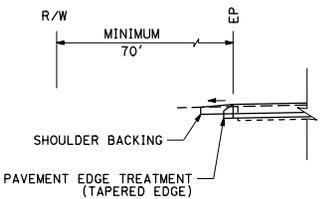
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
3. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.
4. ALL GUTTER PAN SLOPES ARE 4.0%.

REVISOR  
DATE

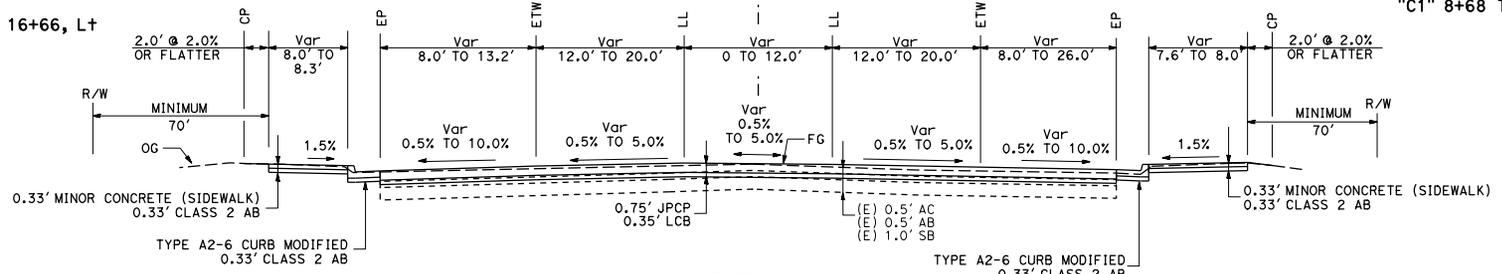
CALCULATED BY  
DESIGNED BY  
CHECKED BY

FUNCTIONAL SUPERVISOR  
TOBY CRANFORD

DESIGN  
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
Caltrans



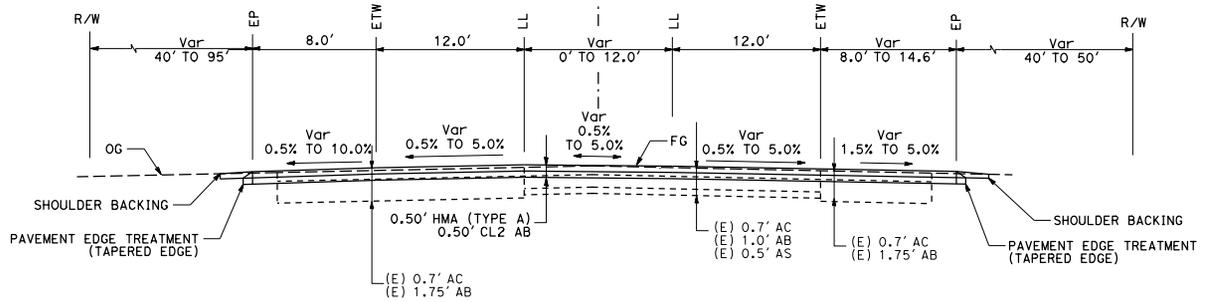
**"C1" 8+88 TO 16+66, Lt**



**"C1" 8+68 TO 16+66, Rt**

**"C1" 5+15 TO 16+66**

**"B1" LINE ROUTE 3**



**"B1" 80+21 TO 97+13**

**TYPICAL CROSS SECTIONS**  
NO SCALE  
**X-5**

LAST REVISION:    DATE PLOTTED => 16-JAN-2020    TIME PLOTTED => 13:00

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	XX-XX-XX	?
REGISTERED CIVIL ENGINEER			DATE	TRAVIS A. GURNEY	
XX-XX-XX			No. C77417		
PLANS APPROVAL DATE			Exp. 6-30-21		
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



**NOTE:**

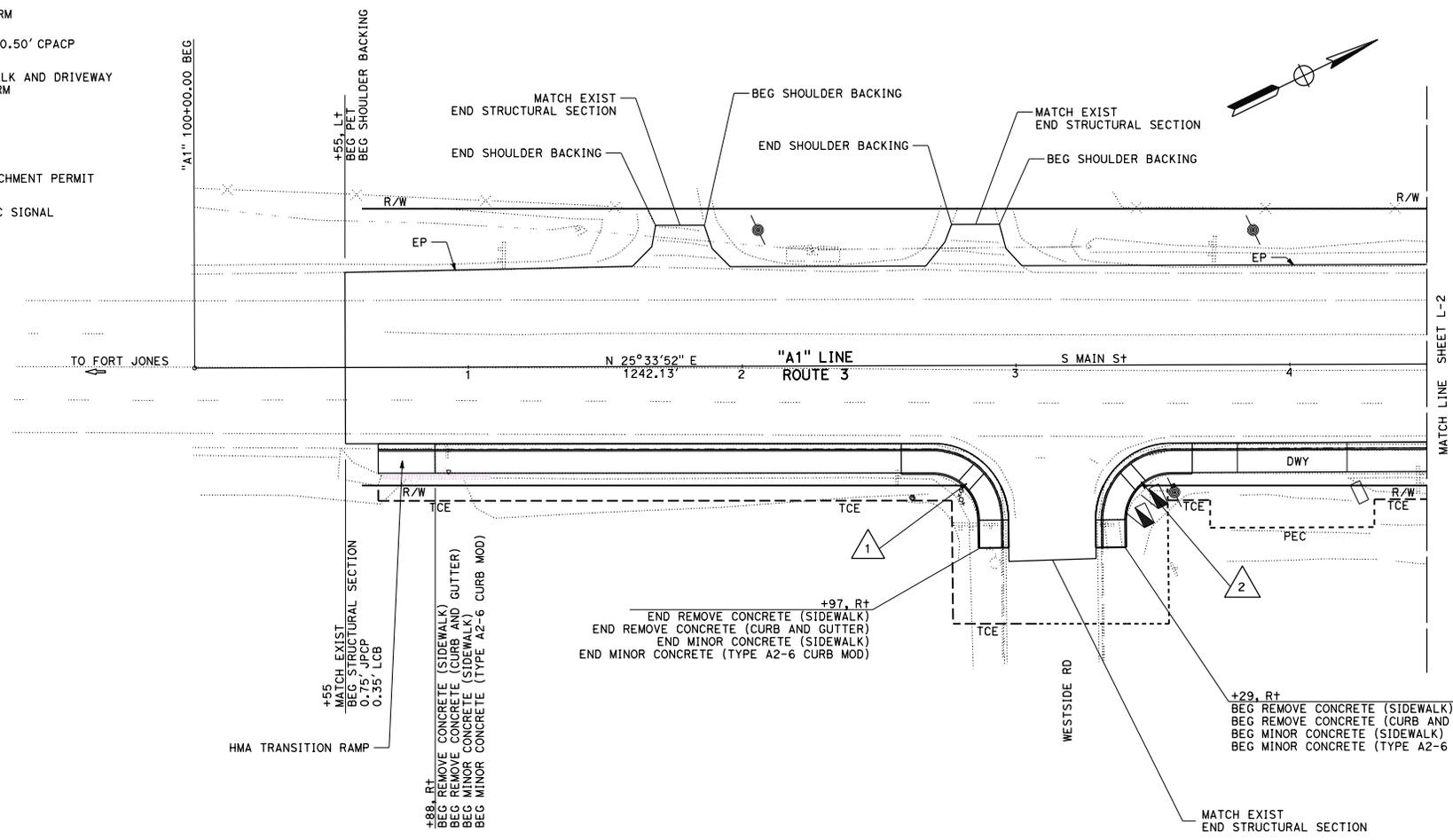
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

**ABBREVIATIONS:**

- PET PAVEMENT EDGE TREATMENT (TAPERED EDGE)
- CPACP COLD PLANE ASPHALT CONCRETE PAVEMENT
- TCE TEMPORARY CONSTRUCTION EASEMENT
- PEC PERMIT TO ENTER AND CONSTRUCT

**LEGEND:**

- # CURB RAMP No.
- CPACP CONFORM
- 0.25'-0.50' CPACP
- SIDEWALK AND DRIVEWAY CONFORM
- TCE
- PEC
- ENCROACHMENT PERMIT
- TS TRAFFIC SIGNAL
- CCTV



DESIGNED BY: TRAVIS A. GURNEY  
 CHECKED BY: TOBY CRAMFORD  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN

**LAYOUT**  
SCALE: 1" = 20' L-1

LAST REVISED: 09-13-19 DATE PLOTTED => 16-JAN-2020 TIME PLOTTED => 13:00

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41	?	?

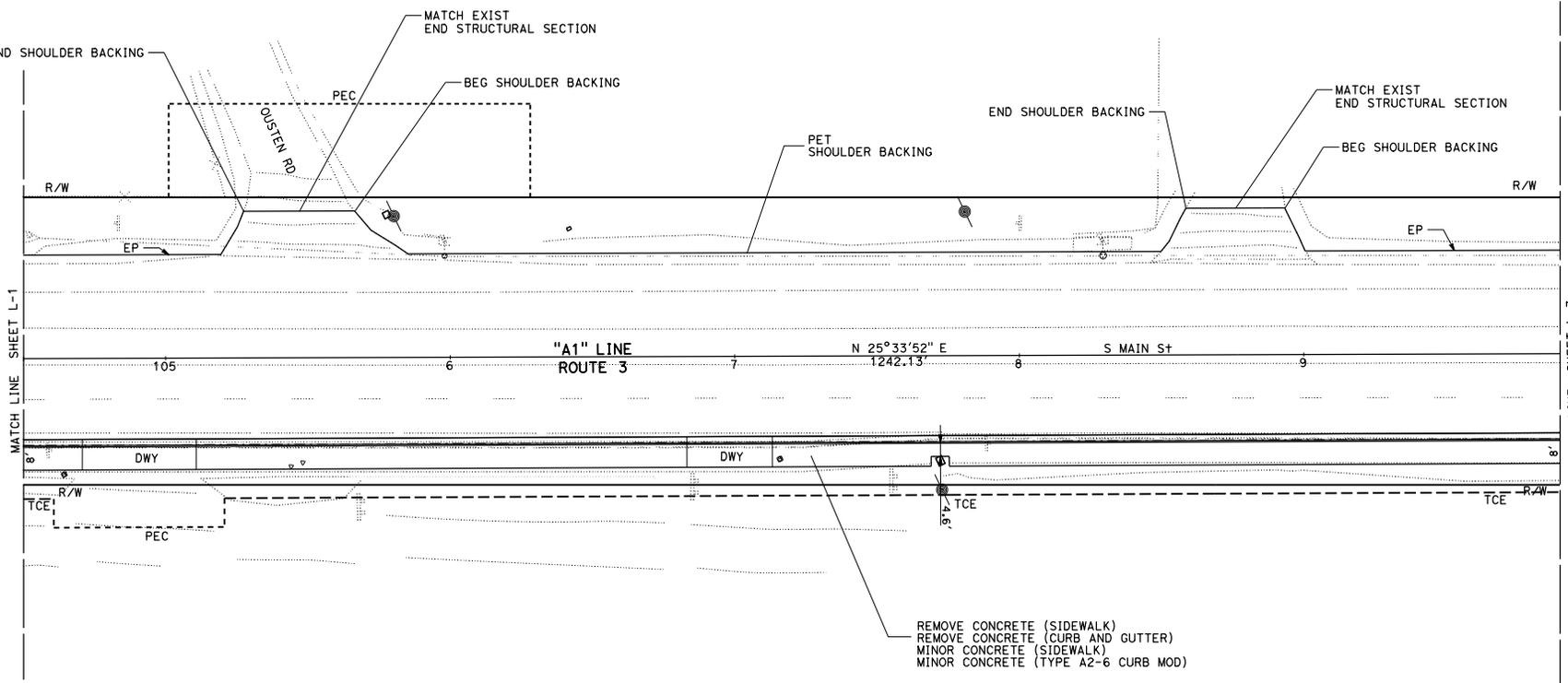
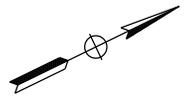
REGISTERED CIVIL ENGINEER	DATE
XX-XX-XX	
PLANS APPROVAL DATE	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-21
CIVIL
STATE OF CALIFORNIA

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



P:\projects\ENGINEERING\2016\0217000009\02.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 TOBY CRAMFORD  
 FUNCTIONAL SUPERVISOR  
 CHECKED BY  
 DESIGNED BY  
 REVISOR  
 DATE REVISOR

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

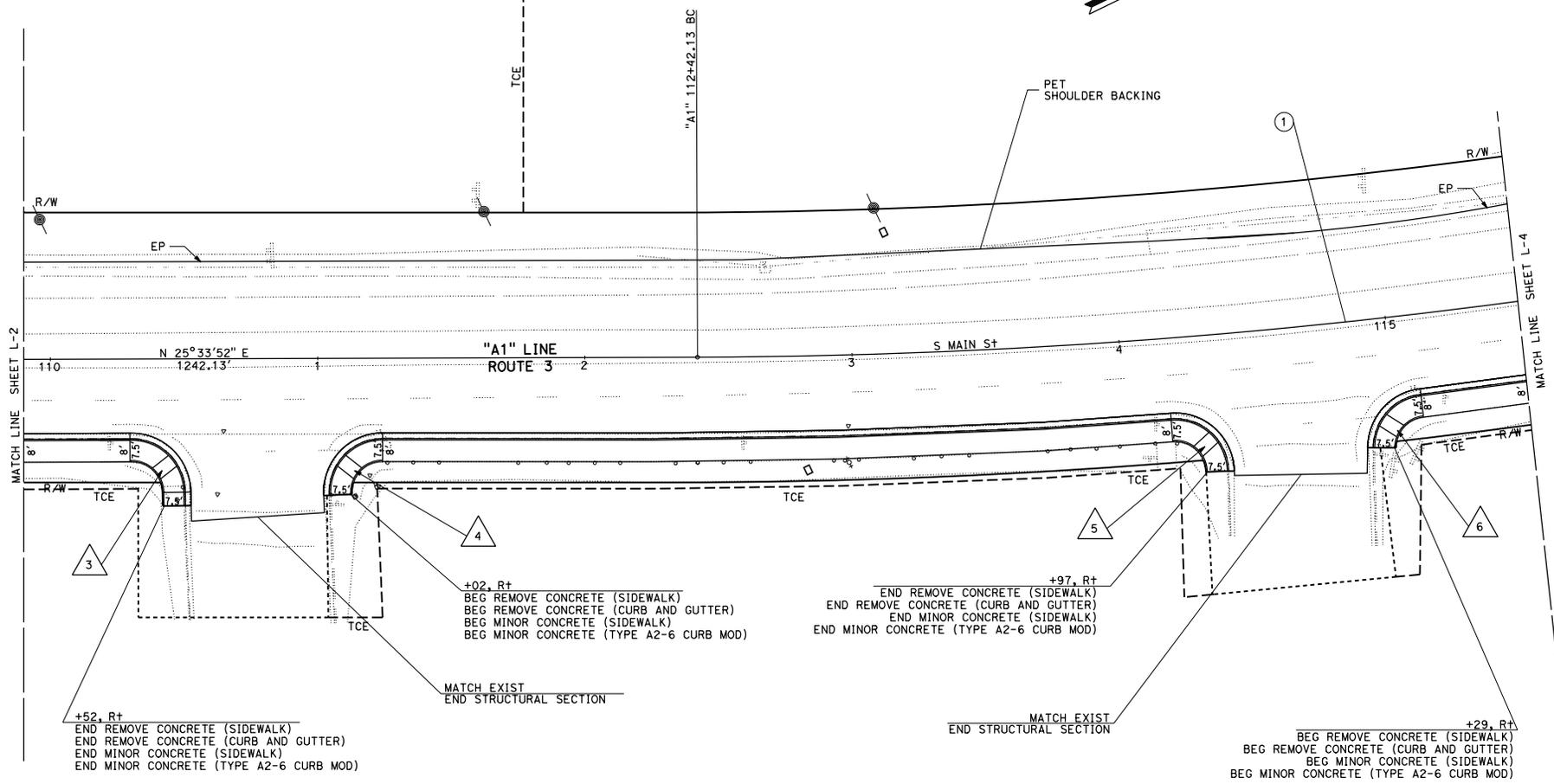
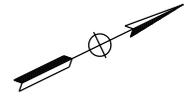
XX-XX-XX  
REGISTERED CIVIL ENGINEER DATE  
TRAVIS A. GURNEY  
No. C77417  
Exp. 6-30-21  
CIVIL  
STATE OF CALIFORNIA

XX-XX-XX  
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
1	2400.00'	09°16'52"	194.81'	388.77'

P:\projects\2010\112-42.13 BC\112-42.13 BC.dwg  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 CALCULATED BY: [blank]  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 REVISIONS: [blank]  
 REVISED BY: [blank]  
 DATE REVISED: [blank]

LAST REVISION: [blank]  
 DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:00

DESIGN  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

**NOTE:**

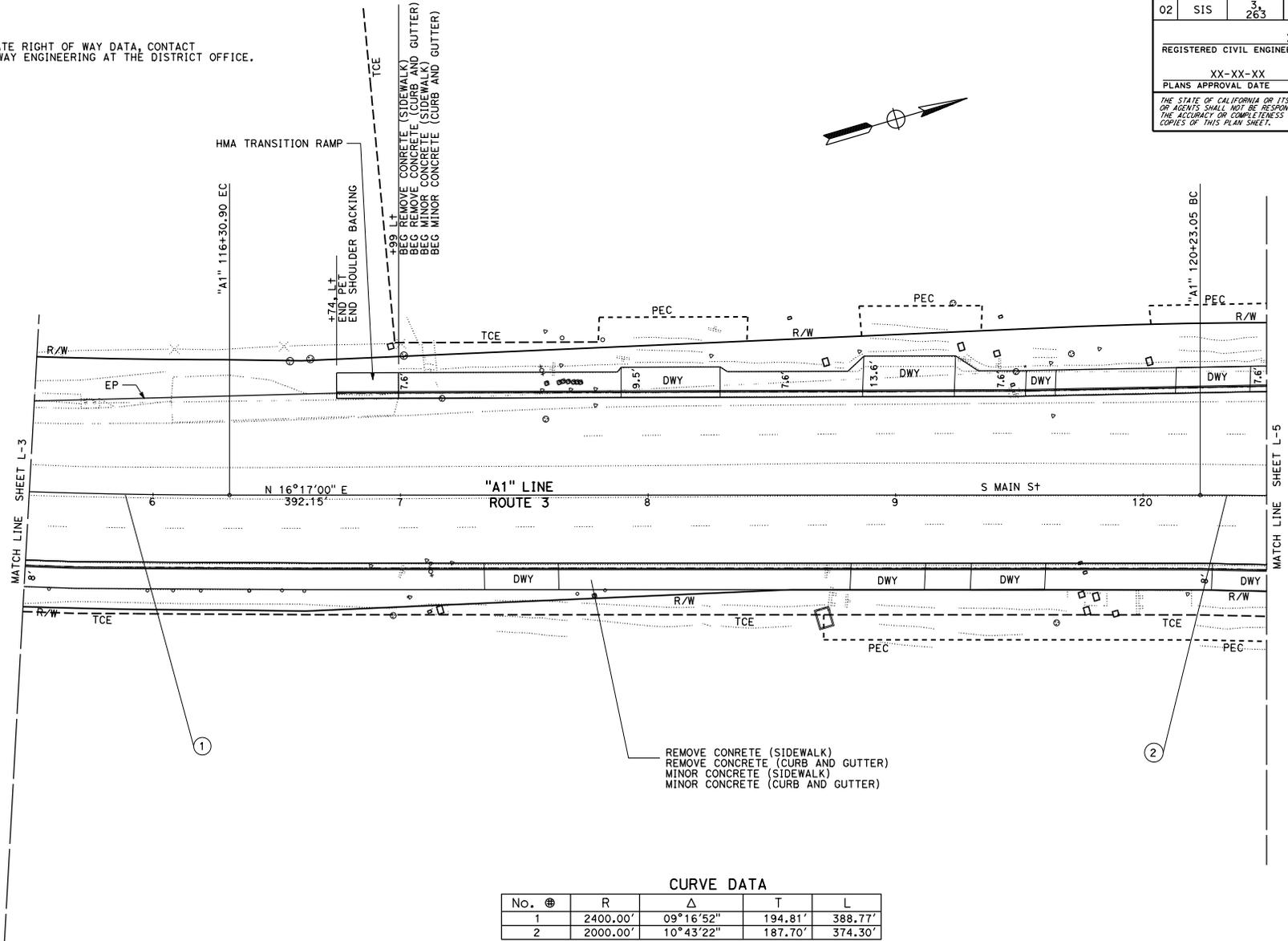
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

XX-XX-XX  
 REGISTERED CIVIL ENGINEER DATE  
 TRAVIS A. GURNEY  
 No. C77417  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

XX-XX-XX  
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
 THE ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.



REMOVE CONCRETE (SIDEWALK)  
 REMOVE CONCRETE (CURB AND GUTTER)  
 MINOR CONCRETE (SIDEWALK)  
 MINOR CONCRETE (CURB AND GUTTER)

**CURVE DATA**

No.	R	Δ	T	L
1	2400.00'	09°16'52"	194.81'	388.77'
2	2000.00'	10°43'22"	187.70'	374.30'

**LAYOUT**  
 SCALE: 1" = 20'  
**L-4**

LAST REVISION DATE PLOTTED => 16-JAN-2020 TIME PLOTTED => 13:00



P:\projects\100000000\100000000.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISOR  
 DATE  
 REVISOR  
 DATE

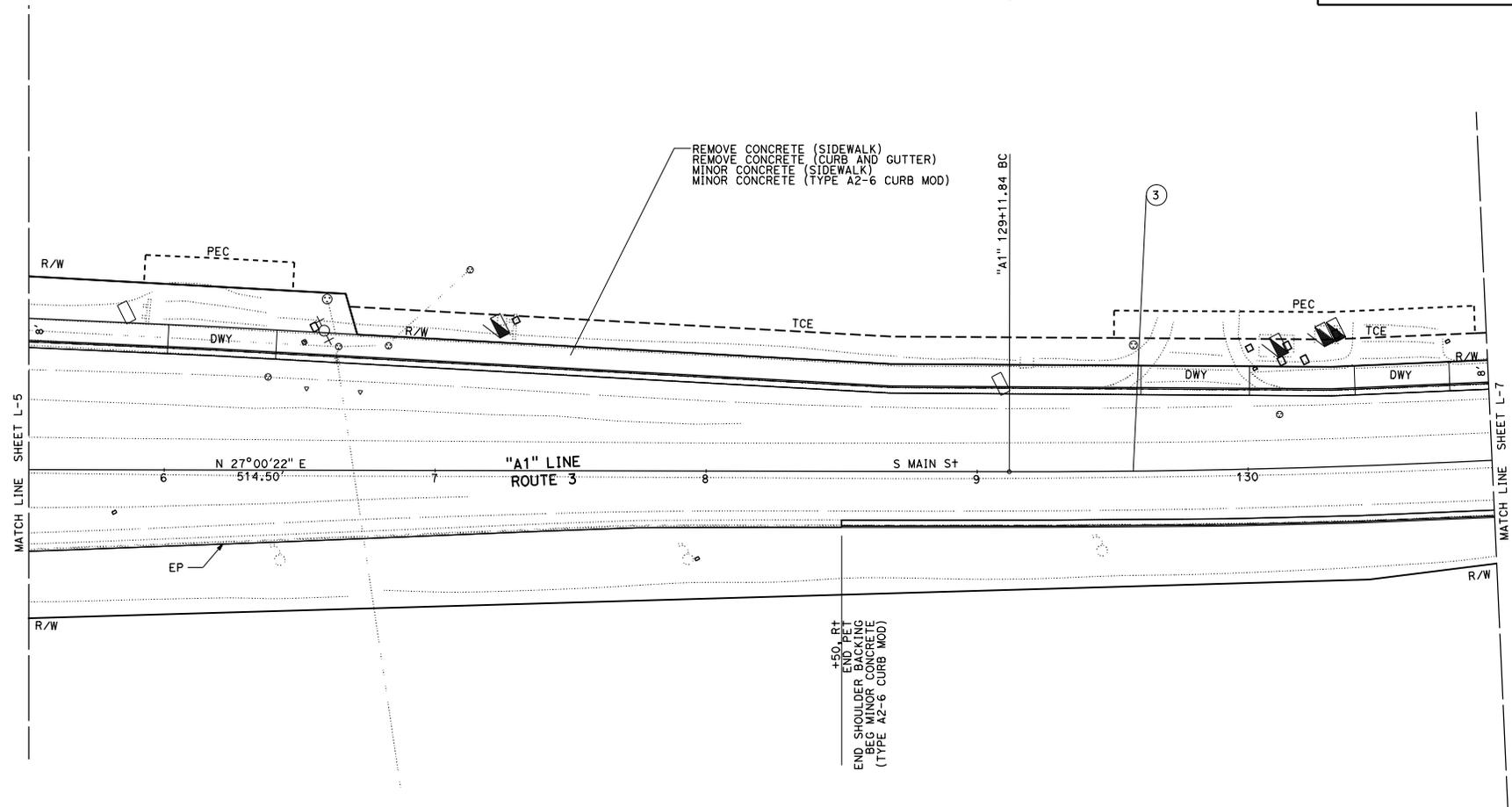
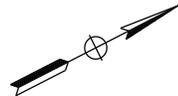
**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX  
REGISTERED CIVIL ENGINEER DATE  
TRAVIS A. GURNEY  
No. C77417  
PLANS APPROVAL DATE  
Exp. 6-30-21  
CIVIL  
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**CURVE DATA**

No. @	R	Δ	T	L
3	3500.00'	15°40'15"	481.65'	957.28'

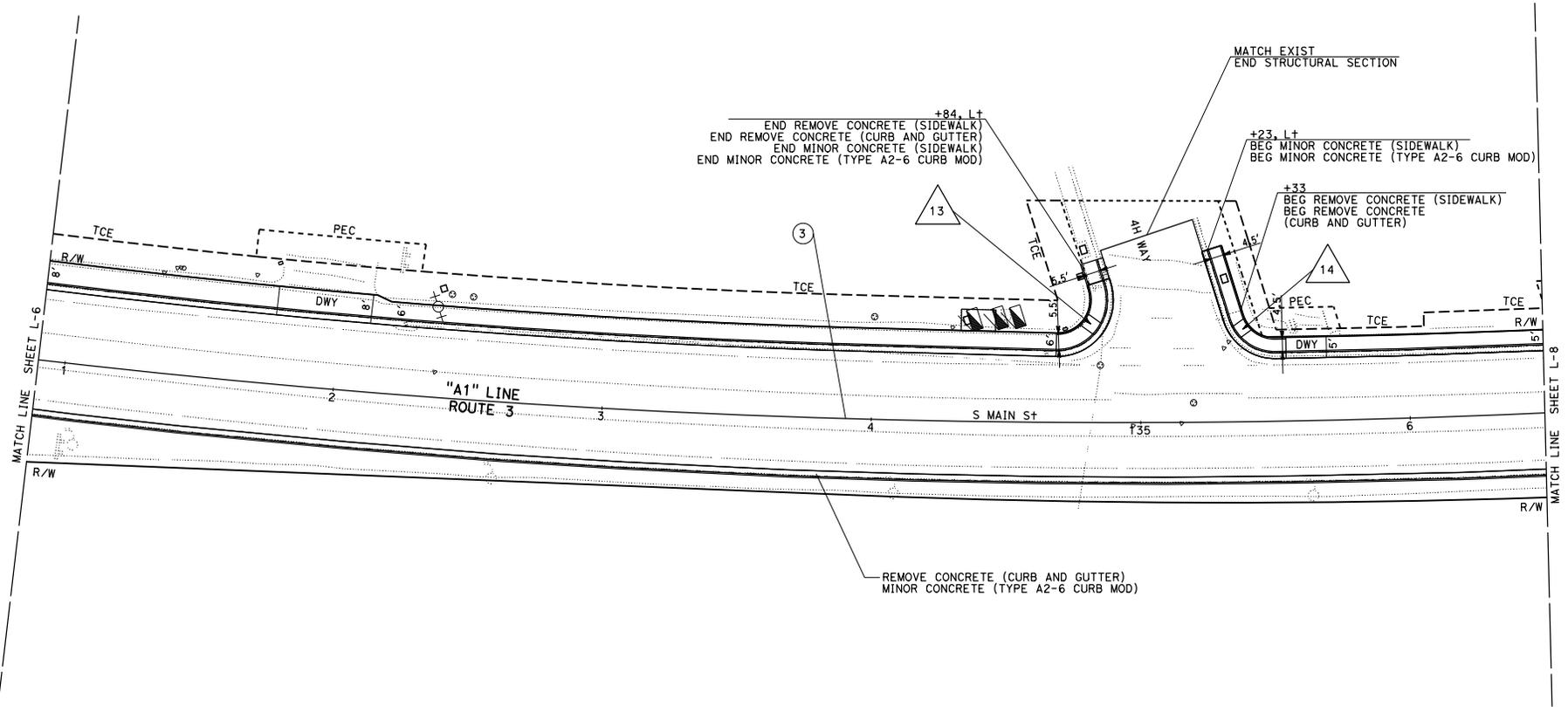
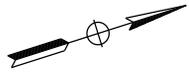
**LAYOUT**  
 SCALE: 1" = 20'  
**L-6**

LAST REVISION  
 DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:01

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?
XX-XX-XX					
REGISTERED CIVIL ENGINEER				DATE	
XX-XX-XX					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
3	3500.00'	15°40'15"	481.65'	957.28'

P:\projects\2021\0217000009ea007.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

**LAYOUT**  
SCALE: 1" = 20' **L-7**

LAST REVISION:    DATE PLOTTED => 16-JAN-2020    TIME PLOTTED => 13:01

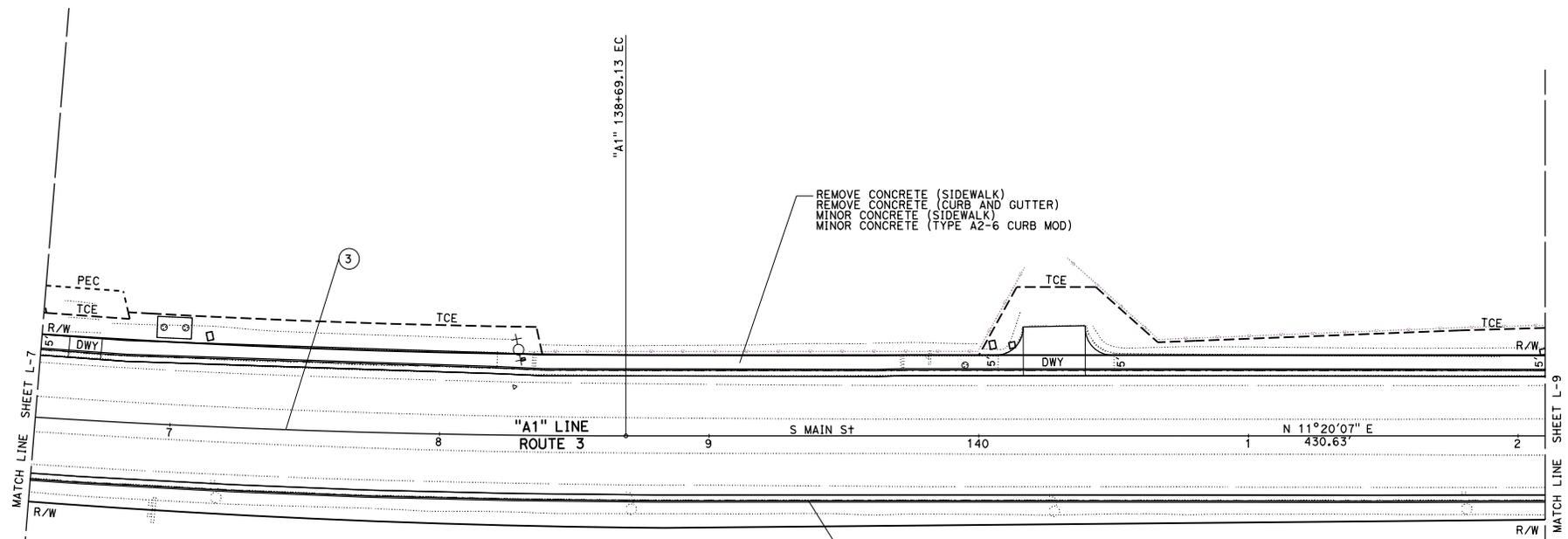
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	XX-XX-XX
No. C77417	
PLANS APPROVAL DATE	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>	

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No.	⊕	R	Δ	T	L
3		3500.00'	15°40'15"	481.65'	957.28'

P:\projects\ENGINEERING\021700000\021700000.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 TOBY CRANFORD  
 FUNCTIONAL SUPERVISOR  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISOR  
 DATE REVISOR  
 DATE REVISOR

LAST REVISION: DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:01

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	XX-XX-XX
No. C77417	
PLANS APPROVAL DATE	
Exp. 6-30-21	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

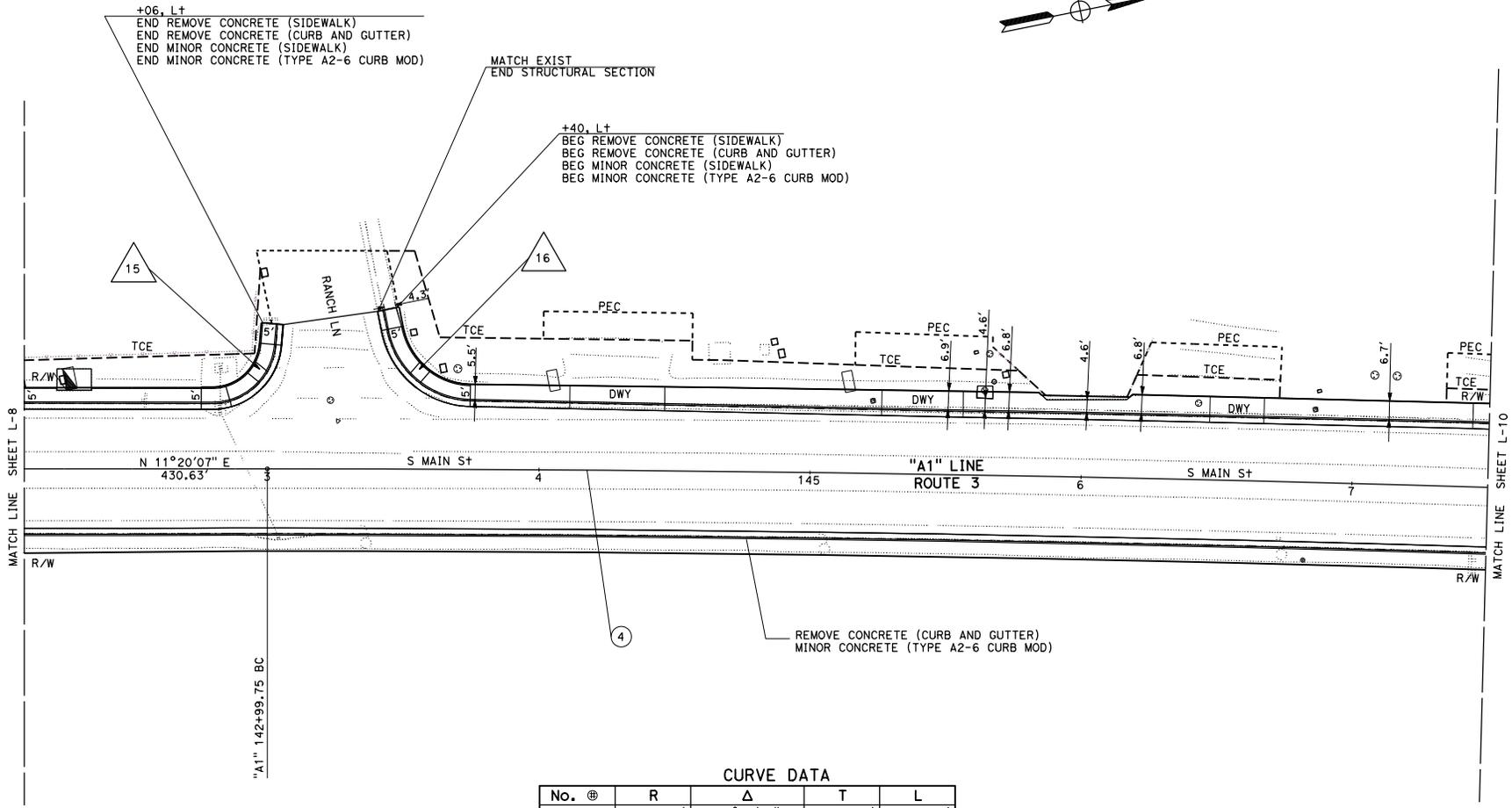
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

REVISED BY  
DATE REVISED

CALCULATED BY  
DESIGNED BY  
CHECKED BY

FUNCTIONAL SUPERVISOR  
TOBY CRAMFORD

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**



**CURVE DATA**

No. @	R	Δ	T	L
4	15000.00'	05°59'38"	785.32'	1569.21'

DATE PLOTTED => 16-JAN-2020  
TIME PLOTTED => 13:01

**LAYOUT**  
SCALE: 1" = 20'  
**L-9**

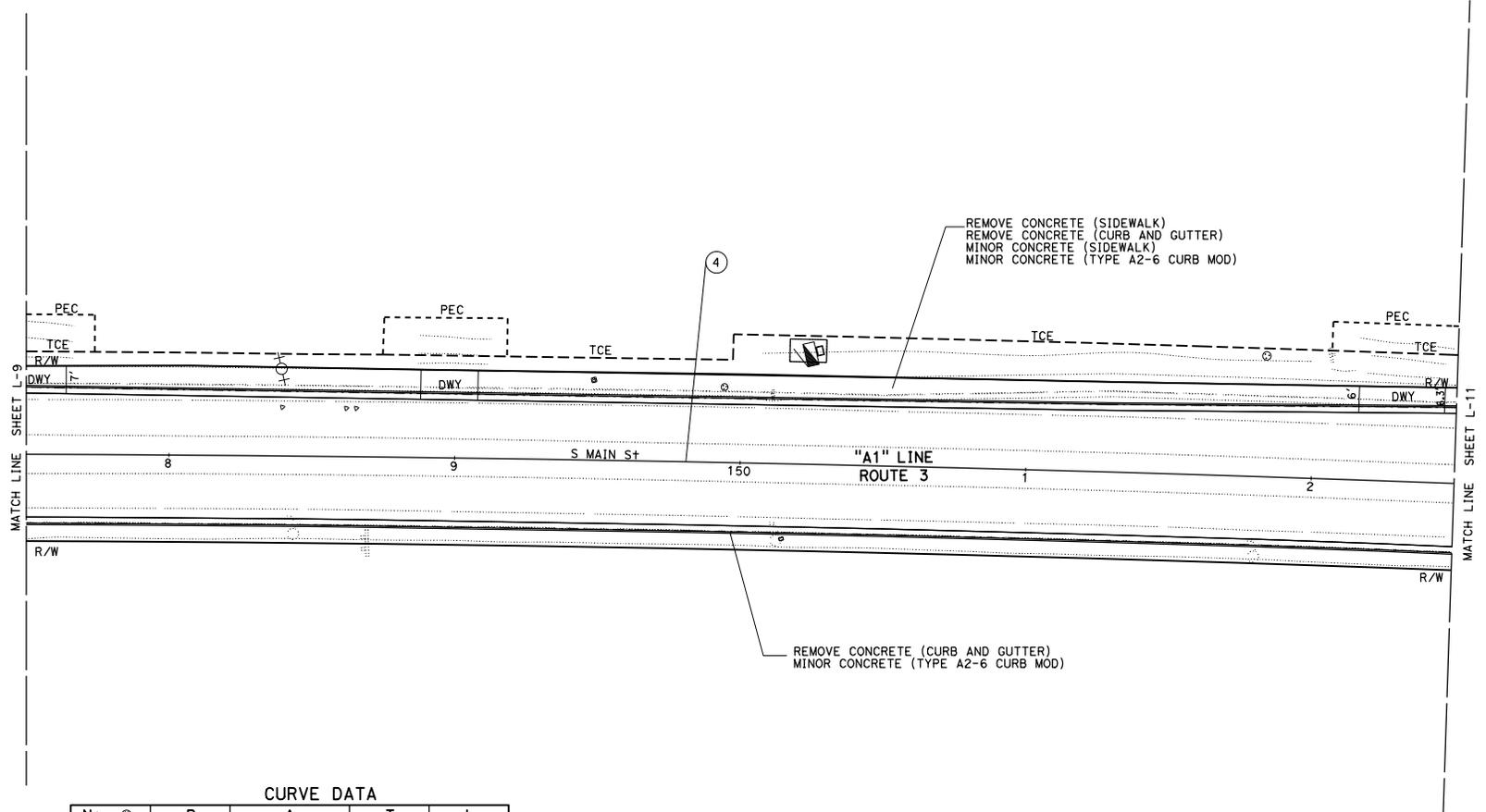
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

XX-XX-XX  
 REGISTERED CIVIL ENGINEER DATE  
 TRAVIS A. GURNEY  
 No. C77417  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No.	⊕	R	Δ	T	L
4		15000.00'	05°59'38"	785.32'	1569.21'

P:\projects\10201102\10201102.dwg  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 CIVILTRANS  
 FUNCTIONAL SUPERVISOR TOBY CRANFORD  
 CALCULATED BY DESIGNED BY CHECKED BY  
 REVISED BY DATE REVISED  
 BORDER LAST REVISED 7/2/2010

USERNAME => s124987  
 DGN FILE => 0217000009ea010.dgn



UNIT 0316

PROJECT NUMBER & PHASE

02170000091

**LAYOUT**  
 SCALE: 1" = 20' L-10

LAST REVISION DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:01







DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41	?	?

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

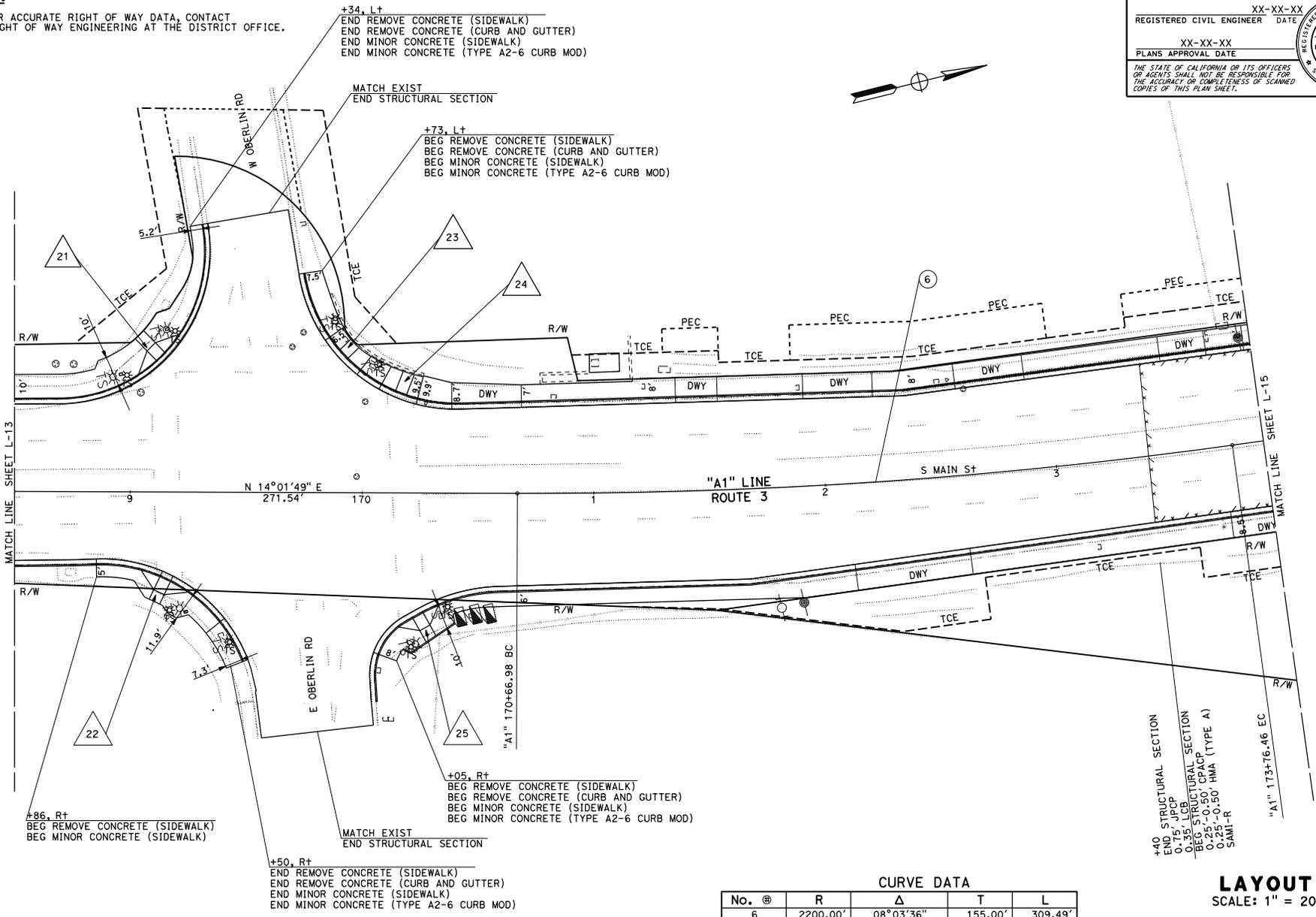
  

XX-XX-XX	
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
6	2200.00'	08°03'36"	155.00'	309.49'

**LAYOUT**  
SCALE: 1" = 20' **L-14**

REVISIONS: 1. 02/11/2010  
 DESIGNED BY: [ ]  
 CHECKED BY: [ ]  
 CALCULATED BY: [ ]  
 DESIGNED BY: [ ]  
 CHECKED BY: [ ]  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 City of Caltrans

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41	?	?

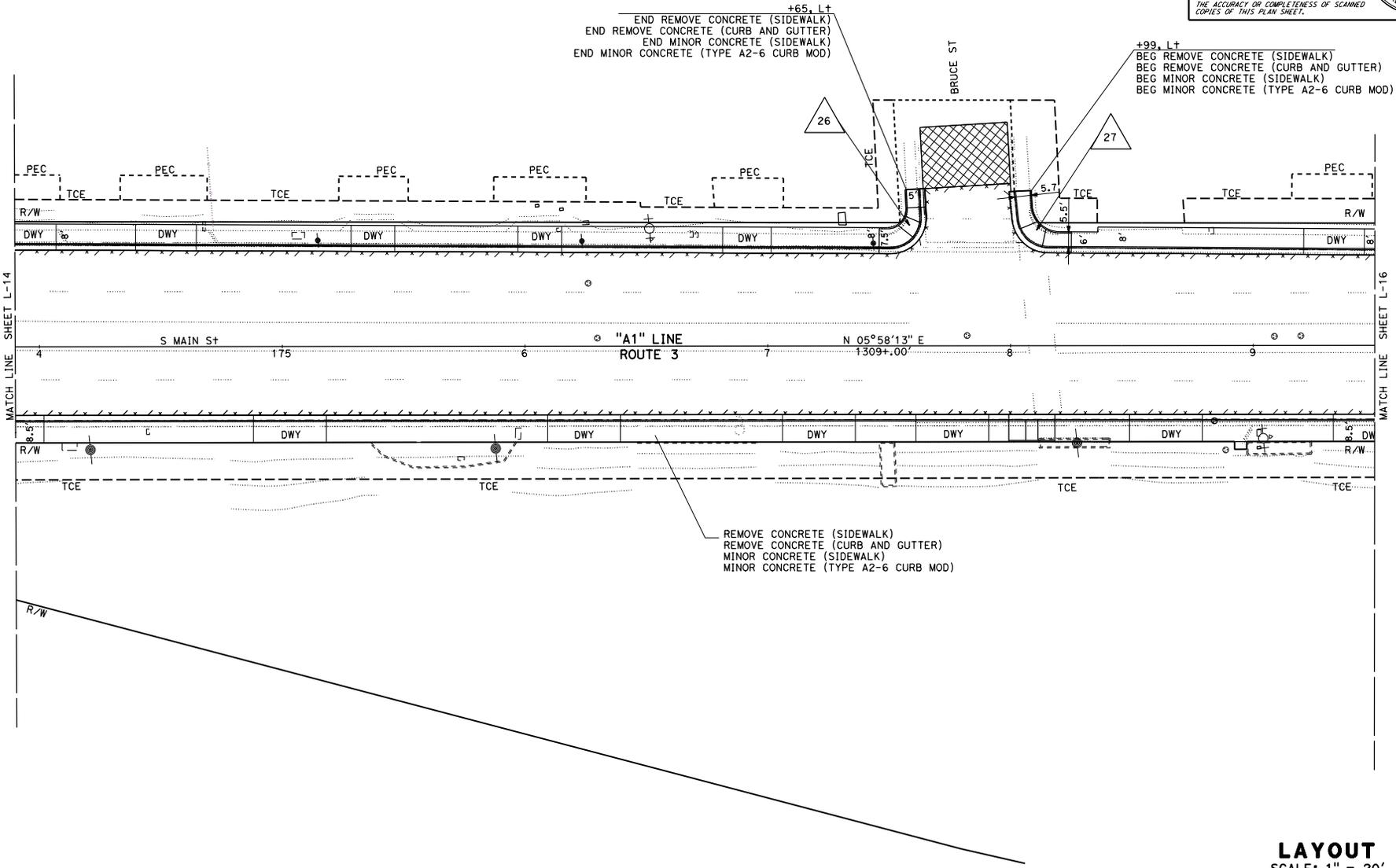
  

REGISTERED CIVIL ENGINEER	DATE	XX-XX-XX
TRAVIS A. GURNEY		
No. C77417		
PLANS APPROVAL DATE		
Exp. 6-30-21		

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



MATCH LINE SHEET L-14

MATCH LINE SHEET L-16

DESIGNED BY	REVISOR	REVISION
CALCULATED BY	DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	TOBY CRAMFORD	
DESIGN		

**LAYOUT**  
SCALE: 1" = 20'  
**L-15**

LAST REVISION: DATE PLOTTED => 16-JAN-2020 TIME PLOTTED => 13:02

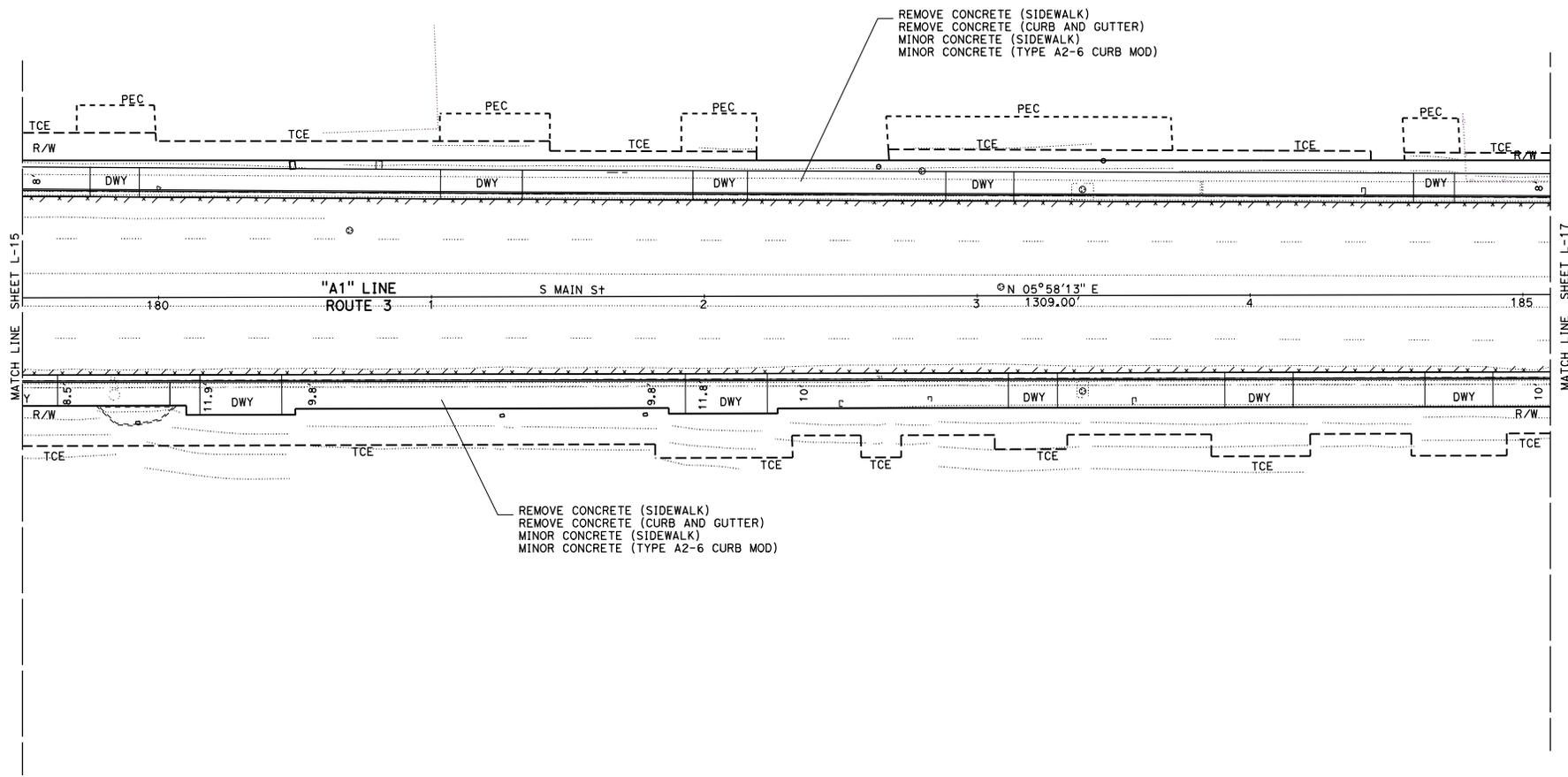
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41	?	?

REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	XX-XX-XX
No. C77417	
PLANS APPROVAL DATE	XX-XX-XX
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>	

**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



P:\projects\1000000000\1000000000.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 FUNCTIONAL SUPERVISOR TOBY CRAMFORD  
 CALCULATED BY DESIGNED BY CHECKED BY  
 REVISED BY DATE REVISED

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

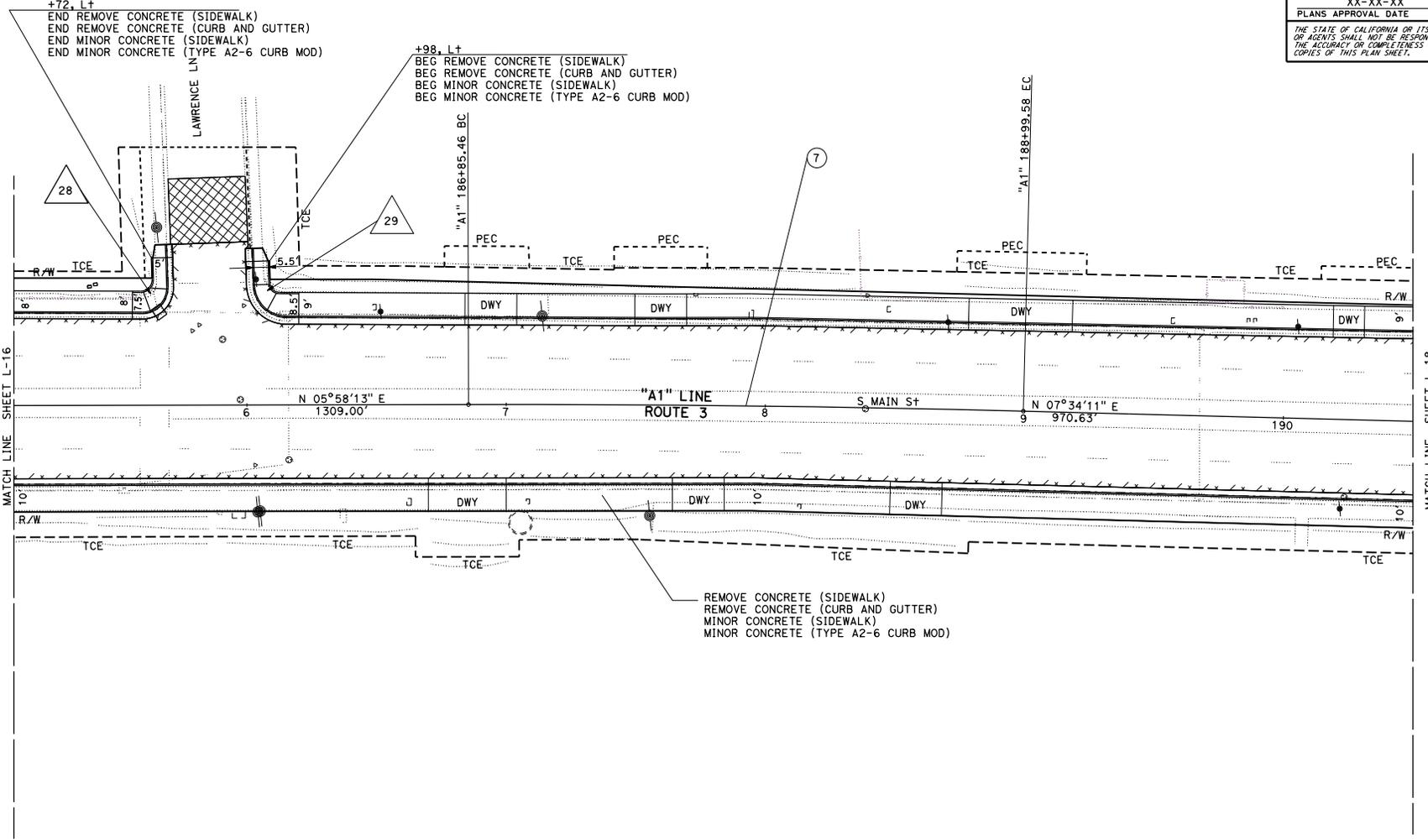
  

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
PLANS APPROVAL DATE	
XX-XX-XX	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No.	⊕	R	Δ	T	L
7		7669.03'	01°35'59"	107.07'	214.12'

P:\projects\2020\16-000000\01.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISOR  
 DATE REVISOR  
 DATE REVISOR

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

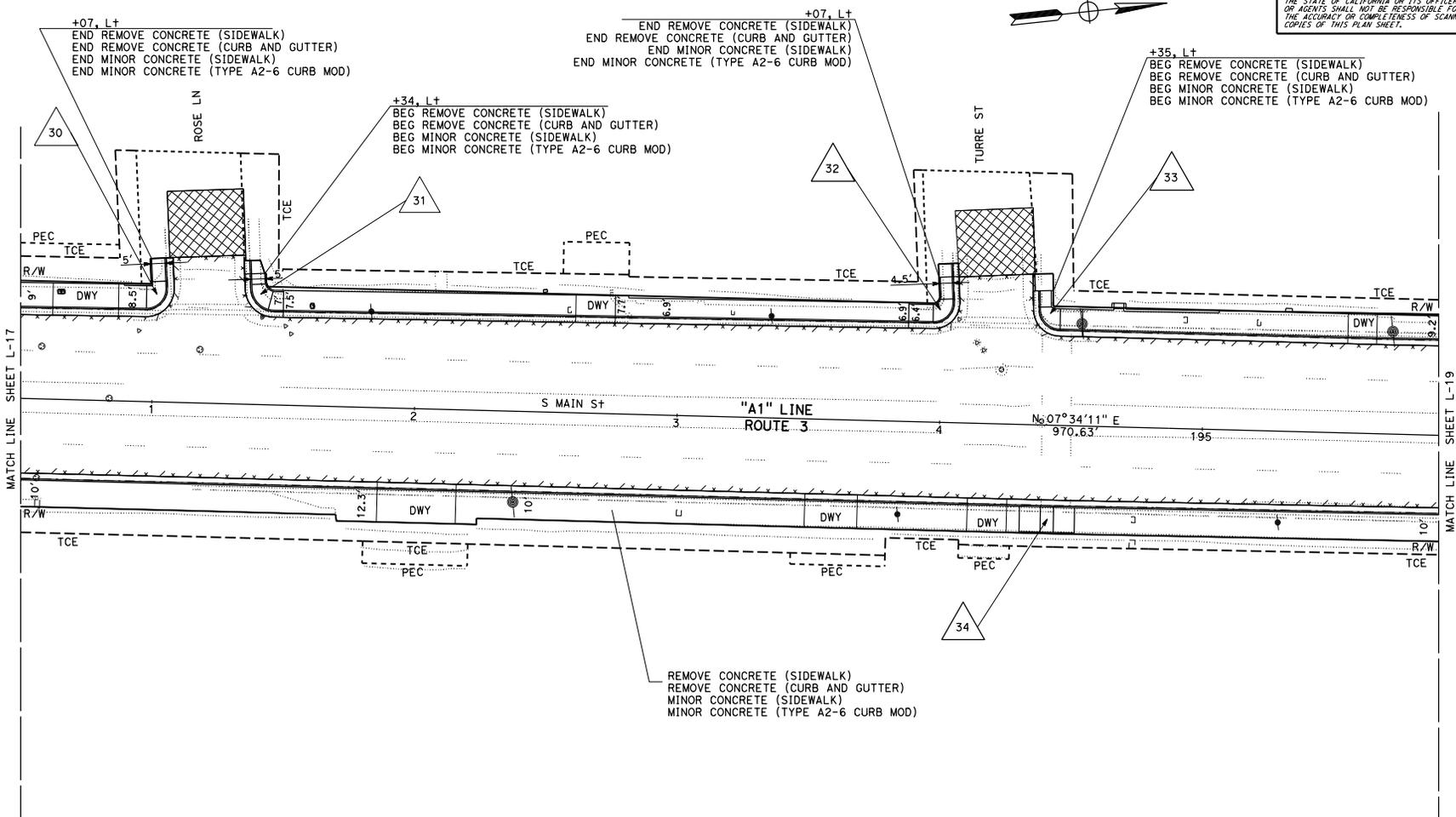
  

REGISTERED CIVIL ENGINEER	DATE	XX-XX-XX
TRAVIS A. GURNEY No. C77417 Exp. 6-30-21 CIVIL STATE OF CALIFORNIA		
PLANS APPROVAL DATE		

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



DESIGN	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
TOBY CRAMFORD			
DATE	CHECKED BY	DATE	REVISION

**LAYOUT**  
SCALE: 1" = 20'  
**L-18**

LAST REVISION: DATE PLOTTED => 16-JAN-2020 TIME PLOTTED => 13:02

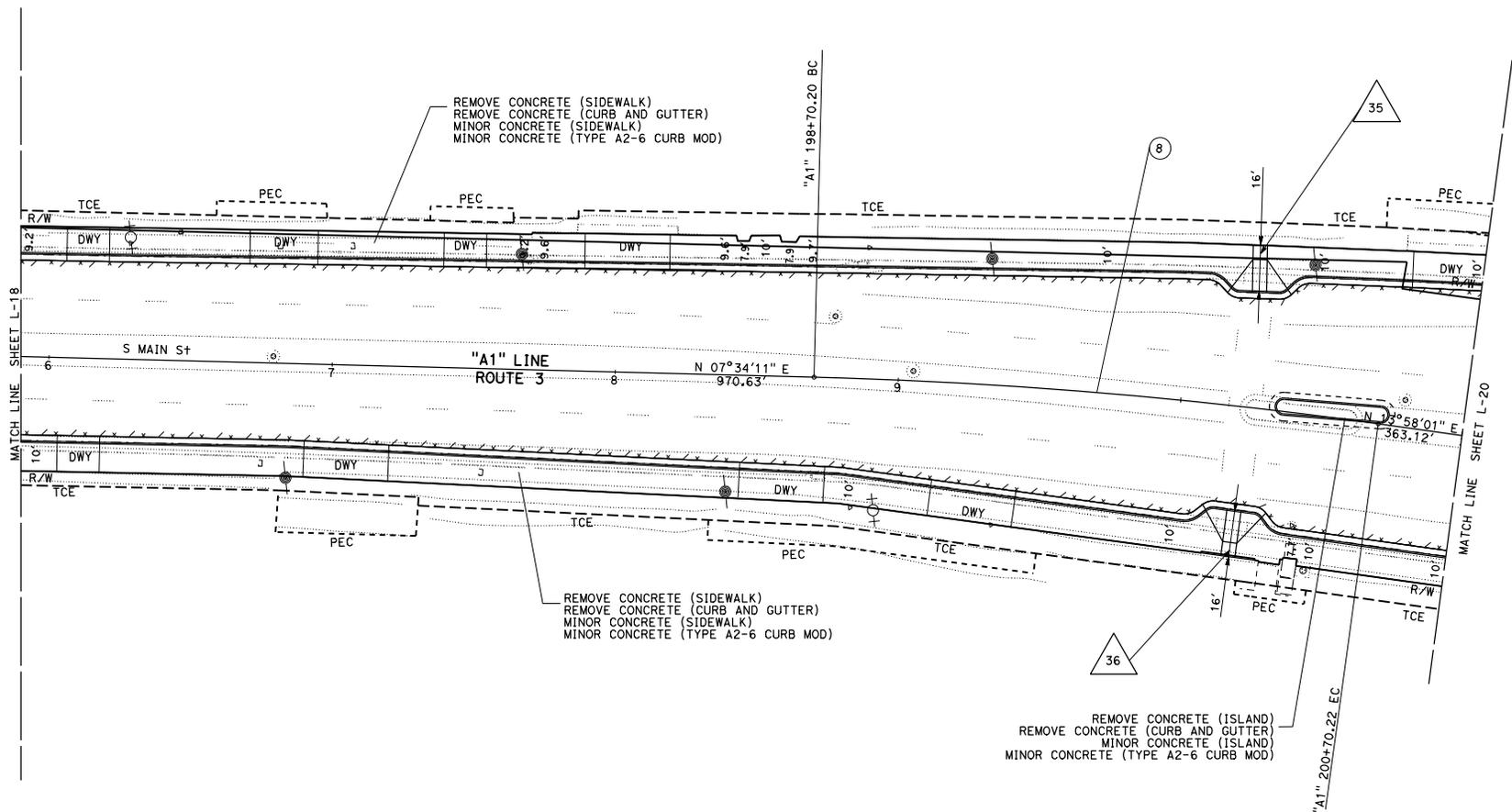
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX  
 REGISTERED CIVIL ENGINEER DATE  
 TRAVIS A. GURNEY  
 No. C77417  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
8	1791.50'	06°23'49"	100.11'	200.02'

REVISIONS  
 DESIGNED BY  
 CHECKED BY  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 STATE OF CALIFORNIA  
 P:\projects\2020\112120\112120.dwg  
 0217000009e019.dgn

**LAYOUT**  
 SCALE: 1" = 20'  
**L-19**

P:\projects\102011020\102011020.dwg - 0217000009ea020.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISIONS  
 REVISED BY  
 DATE REVISED

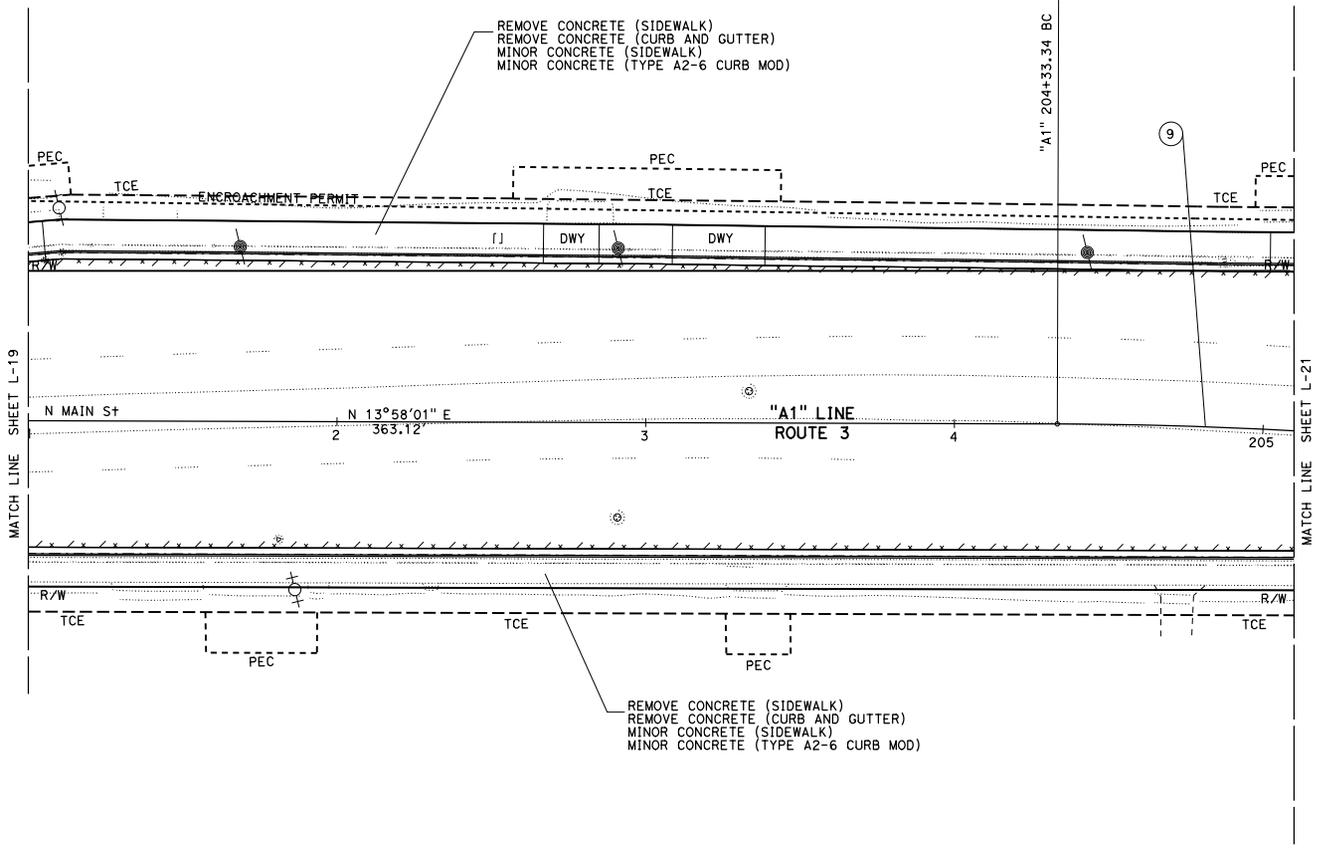
**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX  
 REGISTERED CIVIL ENGINEER DATE  
 TRAVIS A. GURNEY  
 No. C77417  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



REMOVE CONCRETE (SIDEWALK)  
 REMOVE CONCRETE (CURB AND GUTTER)  
 MINOR CONCRETE (SIDEWALK)  
 MINOR CONCRETE (TYPE A2-6 CURB MOD)

**CURVE DATA**

No. @	R	Δ	T	L
9	1500.00'	11°01'56"	144.86'	288.82'

**LAYOUT**  
 SCALE: 1" = 20' L-20

LAST REVISION:     
 DATE PLOTTED => 16-JAN-2020     
 TIME PLOTTED => 13:02

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41	?	?

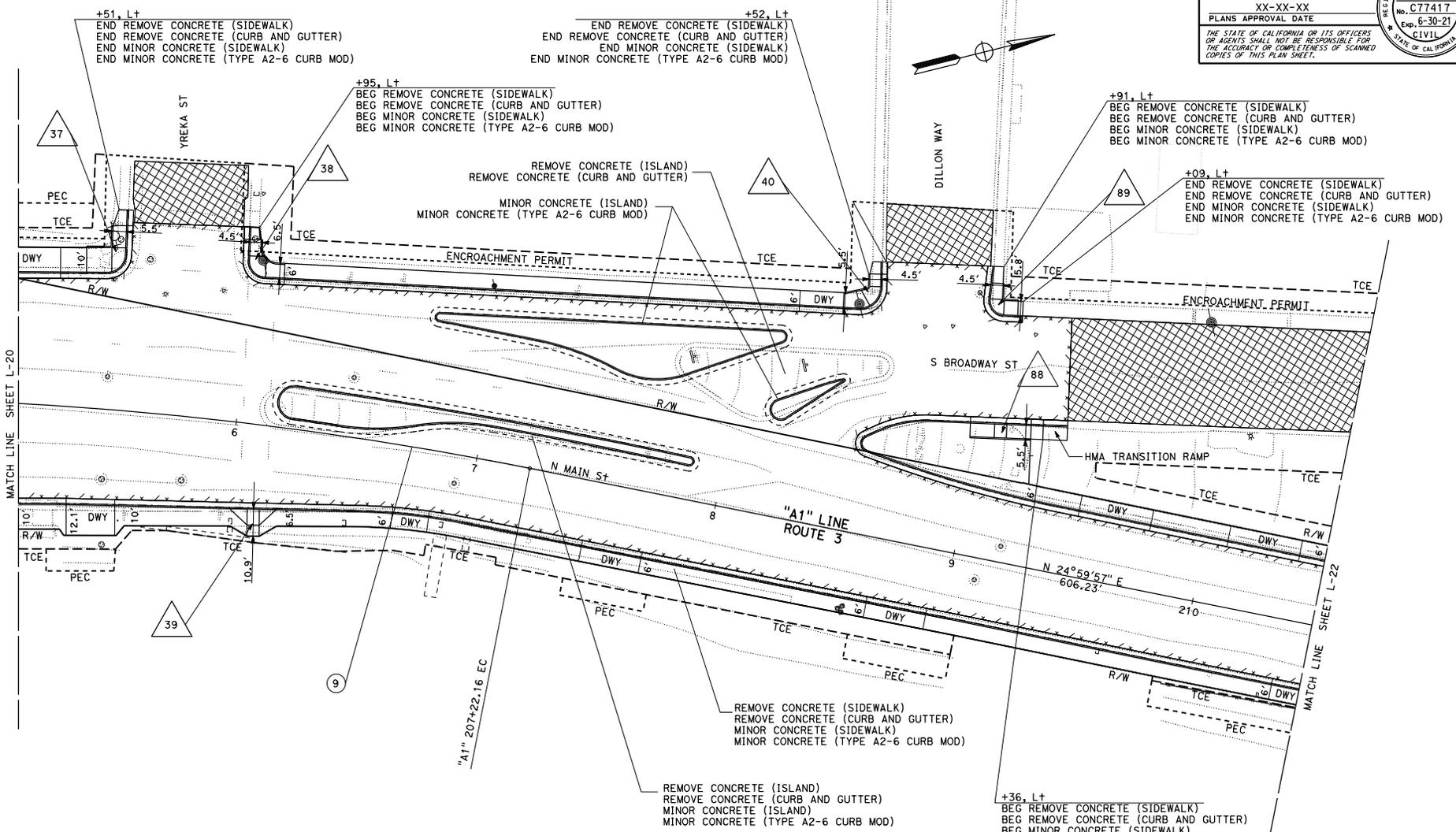
  

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
9	1500.00'	11°01'56"	144.86'	288.82'

**LAYOUT**  
SCALE: 1" = 20'  
**L-21**

P:\projects\10000000\10000000.dwg  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 City of Caltrans  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 CALCULATED BY: [blank]  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 REVISIONS: [blank]  
 REVISOR: [blank]  
 DATE: [blank]







DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

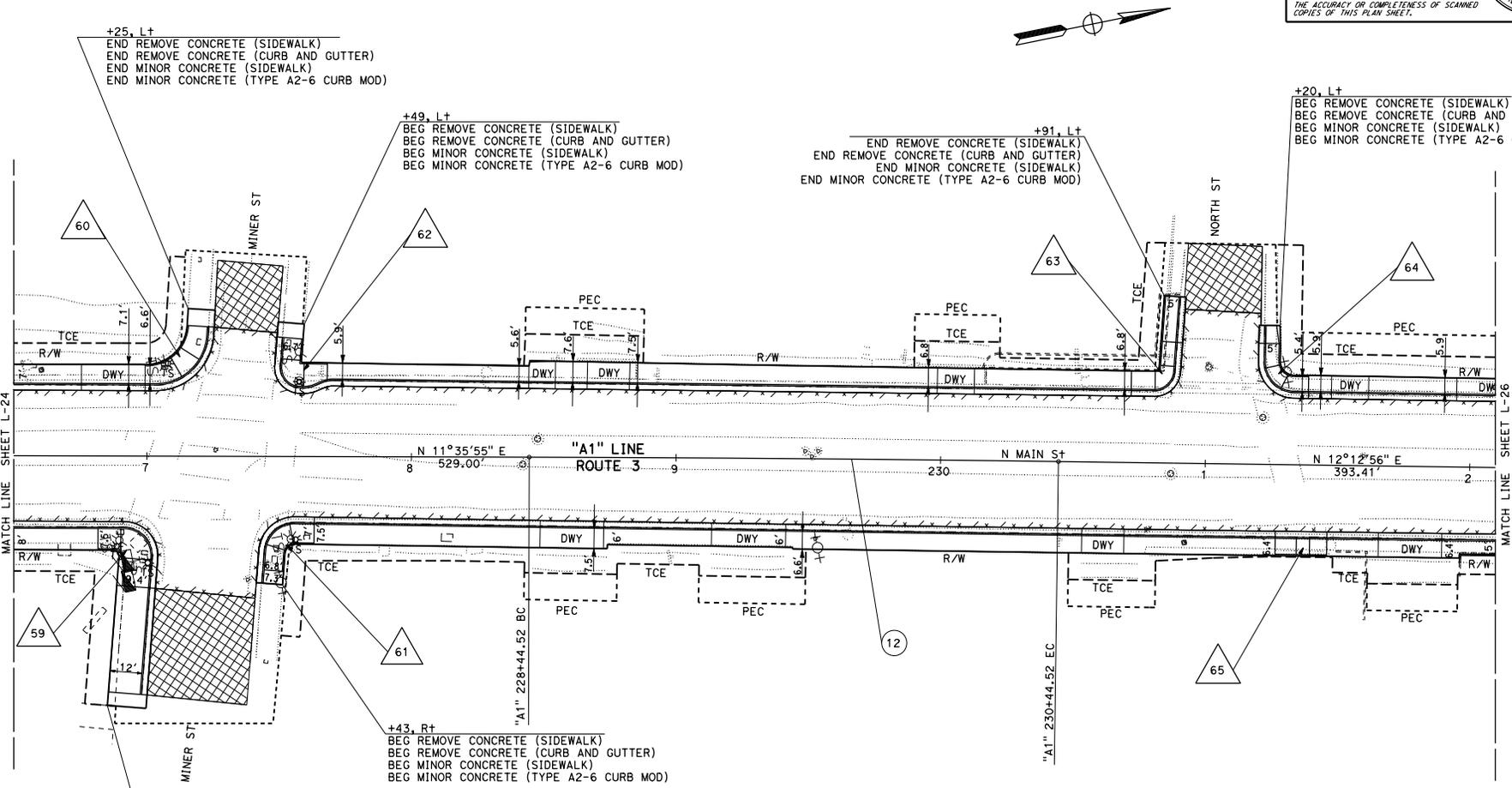
  

XX-XX-XX		REGISTERED PROFESSIONAL ENGINEER
REGISTERED CIVIL ENGINEER	DATE	TRAVIS A. GURNEY
XX-XX-XX		No. C77417
PLANS APPROVAL DATE		Exp. 6-30-21
		CIVIL
STATE OF CALIFORNIA		

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
12	18571.58'	00°37'01"	100.00'	200.00'

**LAYOUT**  
SCALE: 1" = 20'  
**L-25**

P:\projects\201000009\0217000009\0217000009.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 CALCULATED BY: [blank]  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 REVISIONS: [blank]  
 REVISOR: [blank]  
 DATE: [blank]

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

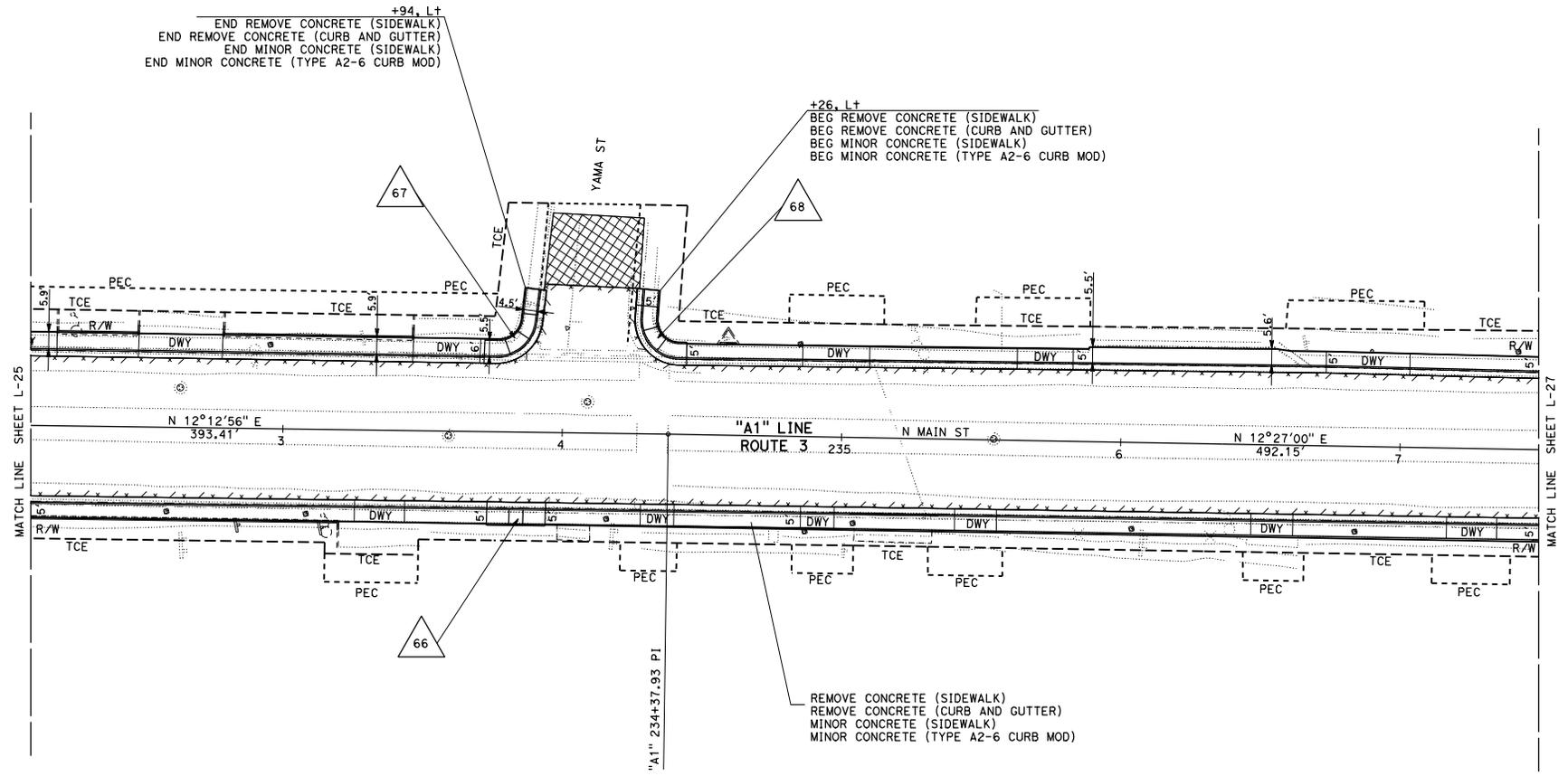
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



+94. Lt  
 END REMOVE CONCRETE (SIDEWALK)  
 END REMOVE CONCRETE (CURB AND GUTTER)  
 END MINOR CONCRETE (SIDEWALK)  
 END MINOR CONCRETE (TYPE A2-6 CURB MOD)

+26. Lt  
 BEG REMOVE CONCRETE (SIDEWALK)  
 BEG REMOVE CONCRETE (CURB AND GUTTER)  
 BEG MINOR CONCRETE (SIDEWALK)  
 BEG MINOR CONCRETE (TYPE A2-6 CURB MOD)

REMOVE CONCRETE (SIDEWALK)  
 REMOVE CONCRETE (CURB AND GUTTER)  
 MINOR CONCRETE (SIDEWALK)  
 MINOR CONCRETE (TYPE A2-6 CURB MOD)



DESIGNED BY: [ ]  
 CHECKED BY: [ ]  
 CALCULATED BY: [ ]  
 DESIGNED BY: [ ]  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 REVISIONS: [ ]  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 CIVILTRANS

**LAYOUT**  
 SCALE: 1" = 20'  
**L-26**

LAST REVISION: [ ]  
 DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:03

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

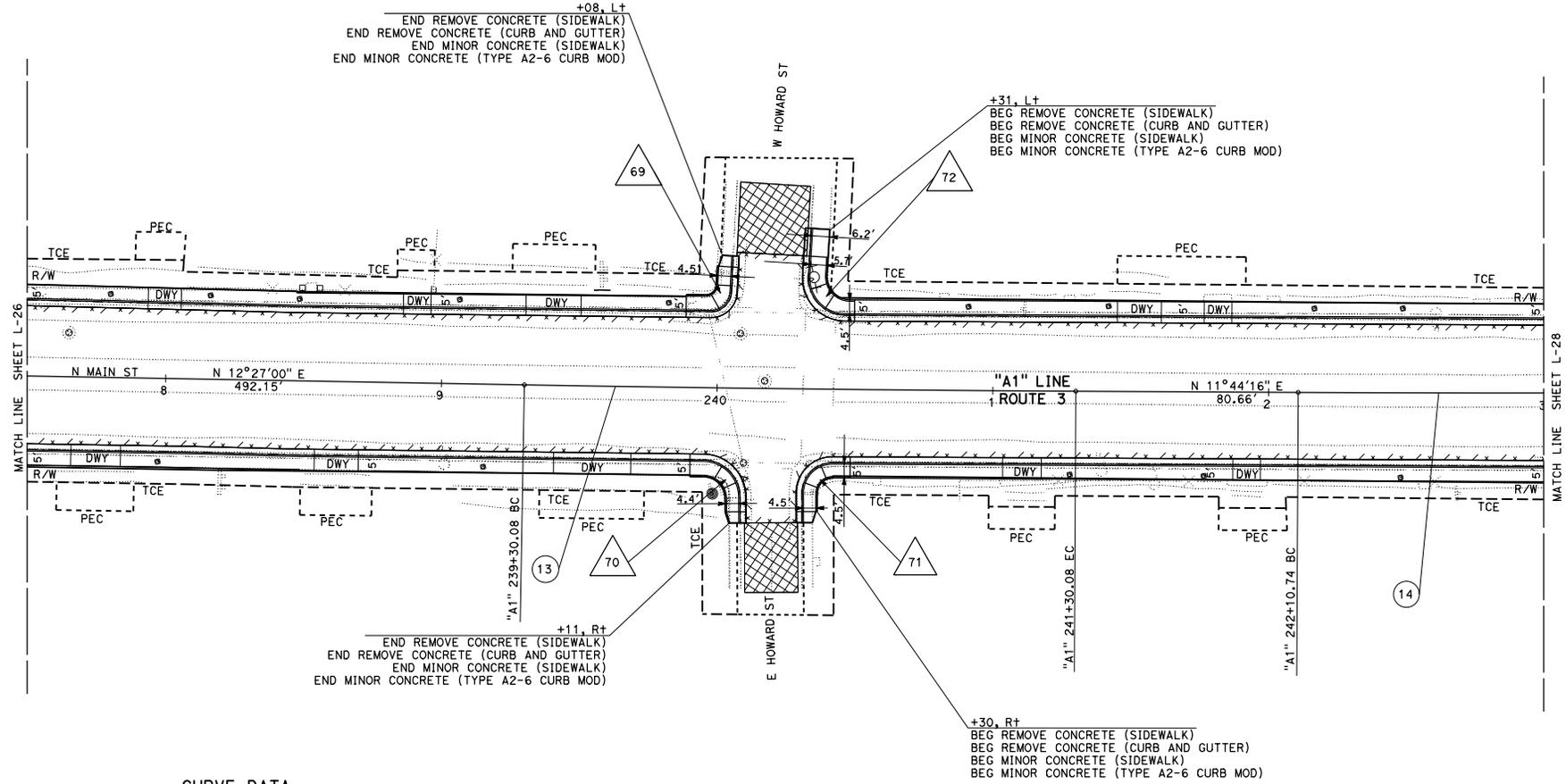
  

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
PLANS APPROVAL DATE	
XX-XX-XX	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

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**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
13	16090.90'	00°42'44"	100.00'	200.00'
14	15691.62'	00°43'49"	100.00'	200.00'

REVISIONS: 0217000009ea027.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 TOBY CRAMFORD  
 FUNCTIONAL SUPERVISOR  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISOR  
 DATE  
 REVISOR  
 DATE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

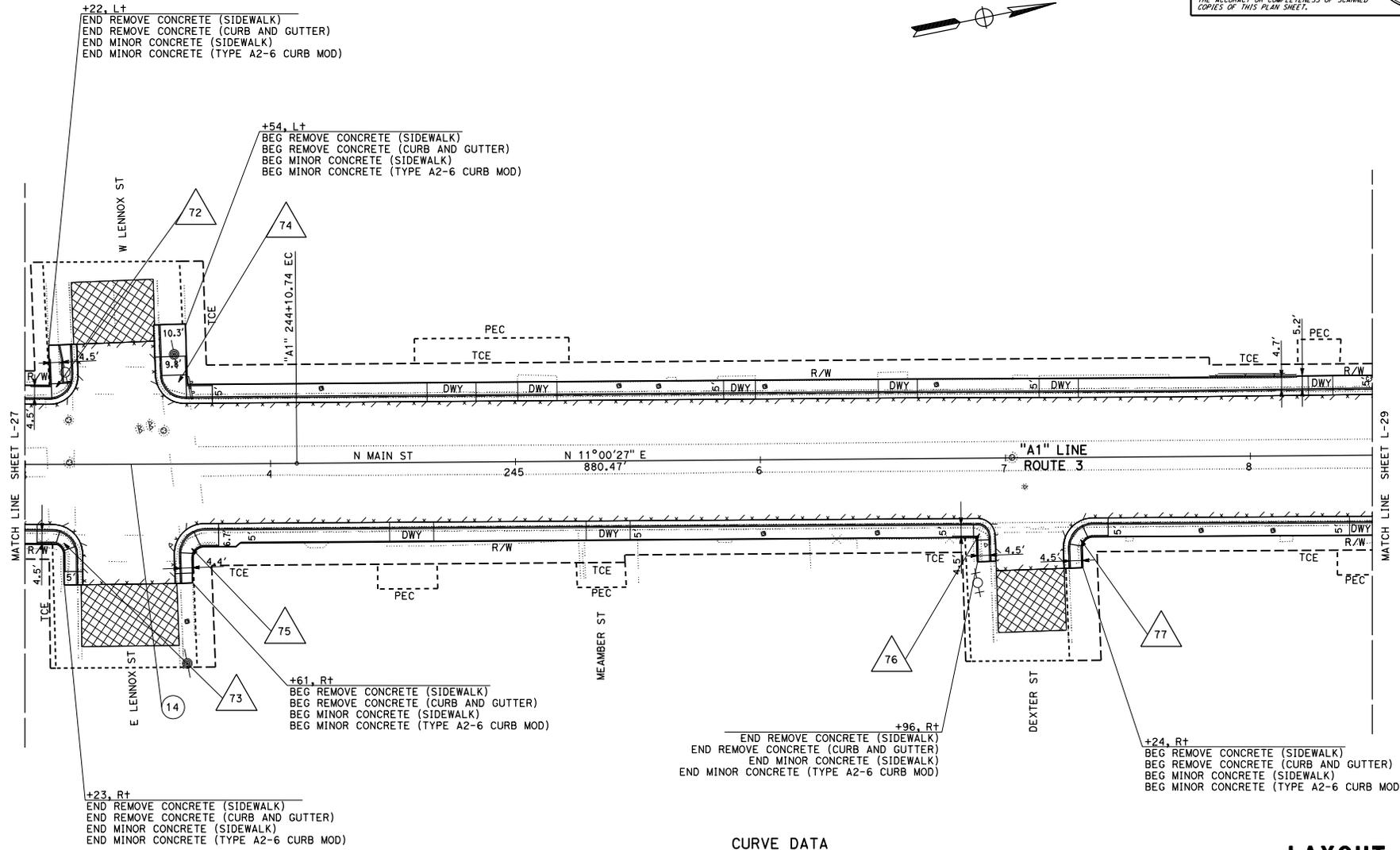
  

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
PLANS APPROVAL DATE	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

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**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No.	@	R	Δ	T	L
14		15691.62'	00°43'49"	100.00'	200.00'

**LAYOUT**  
SCALE: 1" = 20' **L-28**

REVISIONS: 16-JAN-2020  
 TIME PLOTTED => 13:03  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 CIVIL ENGINEERS  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 CALCULATED BY: [blank]  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 REVISOR: [blank]  
 DATE REVISED: [blank]



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	XX-XX-XX
No. C77417	
Exp. 6-30-21	
CIVIL	

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

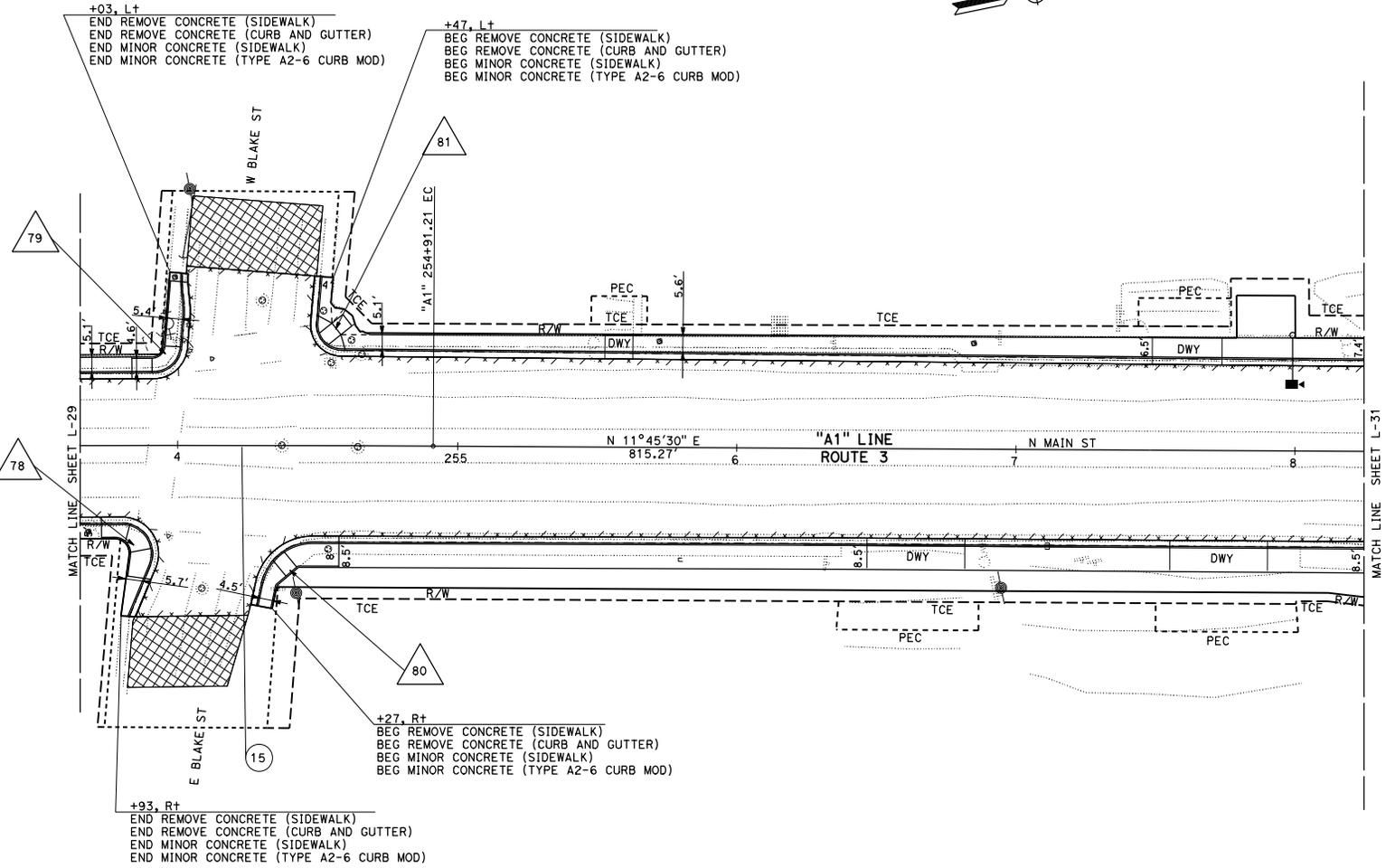
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DESIGNED BY	REVISIONS	DATE	REVISOR
CALCULATED BY	REVISIONS	DATE	REVISOR
DESIGNED BY	REVISIONS	DATE	REVISOR
DESIGNED BY	REVISIONS	DATE </tr	

FUNCTIONAL SUPERVISOR  
TOBY CRAMFORD

DESIGN  
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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0217000000\030.dgn



**CURVE DATA**

No. @	R	Δ	T	L
15	15262.14'	00°45'03"	100.00'	200.00'

**LAYOUT**  
SCALE: 1" = 20'  
**L-30**

DATE PLOTTED => 16-JAN-2020  
TIME PLOTTED => 13:03



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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

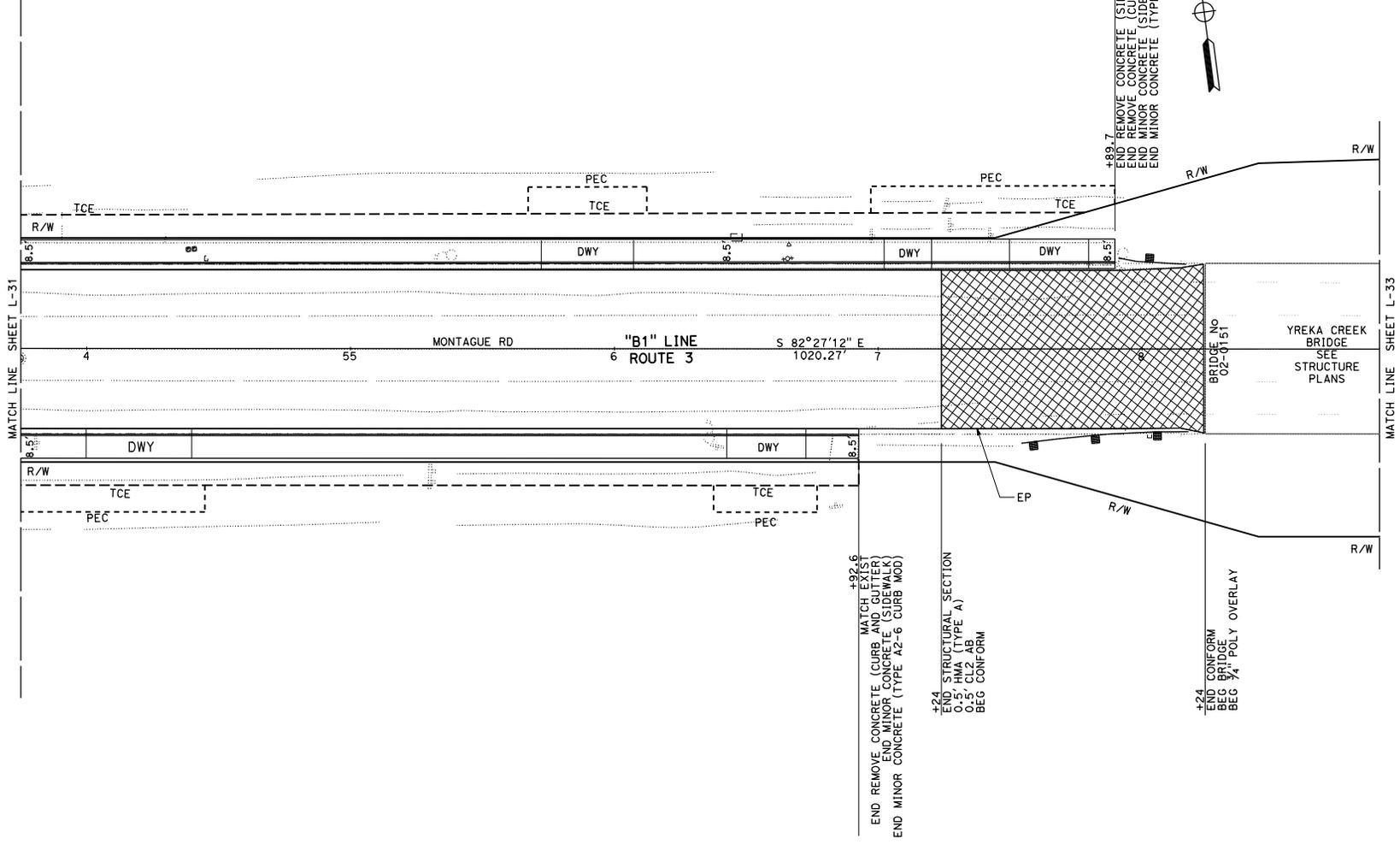
FUNCTIONAL SUPERVISOR TOBY CRAMFORD

CALCULATED BY DESIGNED BY CHECKED BY

REVISOR BY DATE REVISED

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	?	?

REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	XX-XX-XX
No. C77417	
PLANS APPROVAL DATE	
Exp. 6-30-21	

REGISTERED PROFESSIONAL ENGINEER  
STATE OF CALIFORNIA  
CIVIL

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

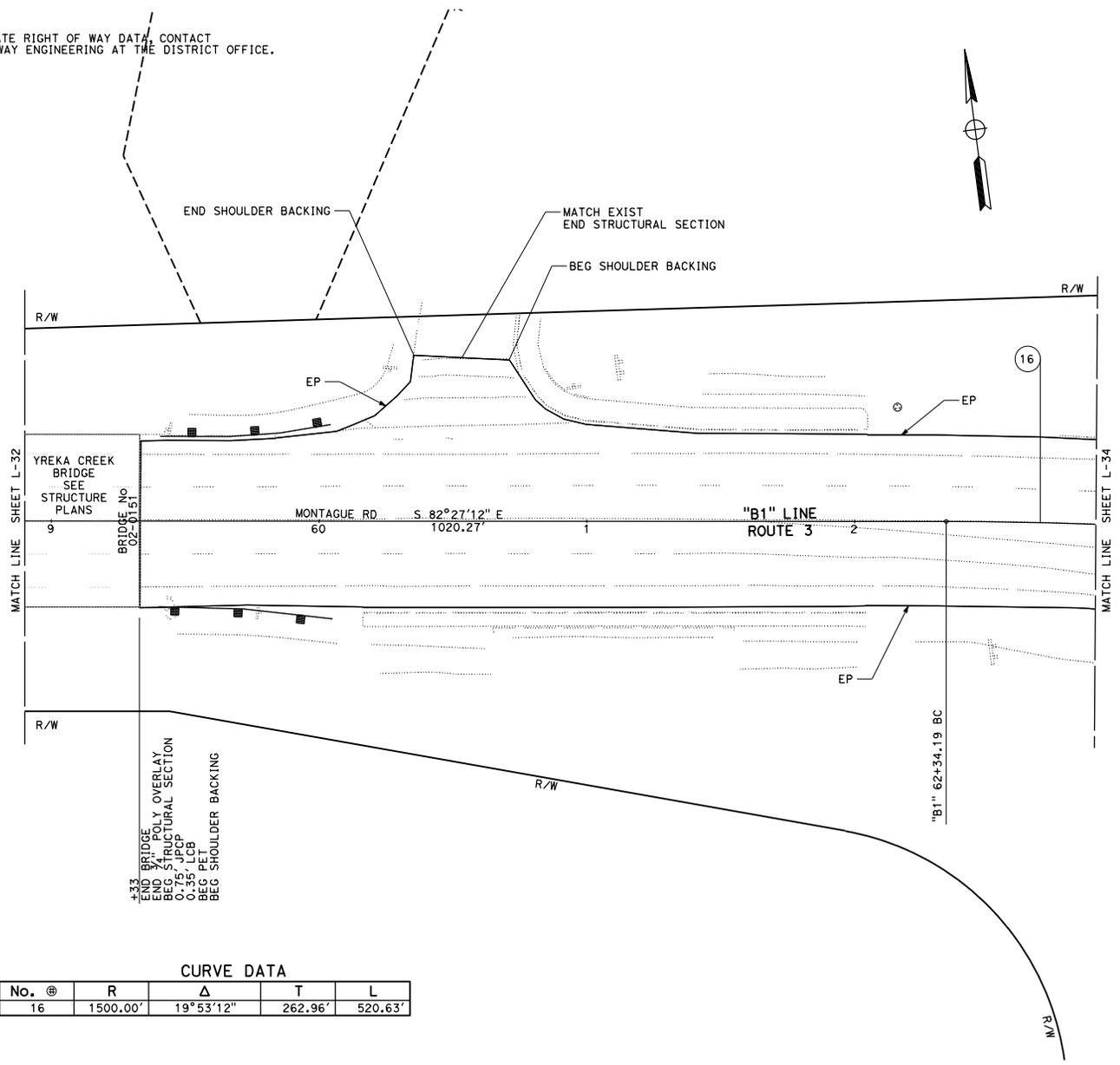


**LAYOUT**  
SCALE: 1" = 20'  
**L-32**

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CDOT**  
 DESIGN  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISOR  
 DATE REVISOR  
 DATE REVISOR

**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No.	@	R	Δ	T	L
16		1500.00'	19°53'12"	262.96'	520.63'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	XX-XX-XX	?

REGISTERED CIVIL ENGINEER DATE XX-XX-XX  
 TRAVIS A. GURNEY  
 No. C77417  
 PLANS APPROVAL DATE XX-XX-XX  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**LAYOUT**  
 SCALE: 1" = 20'  
**L-33**

LAST REVISION DATE PLOTTED => 16-JAN-2020 TIME PLOTTED => 13:03

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CDOT**  
 DESIGN  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISOR  
 DATE REVISOR  
 DATE REVISOR

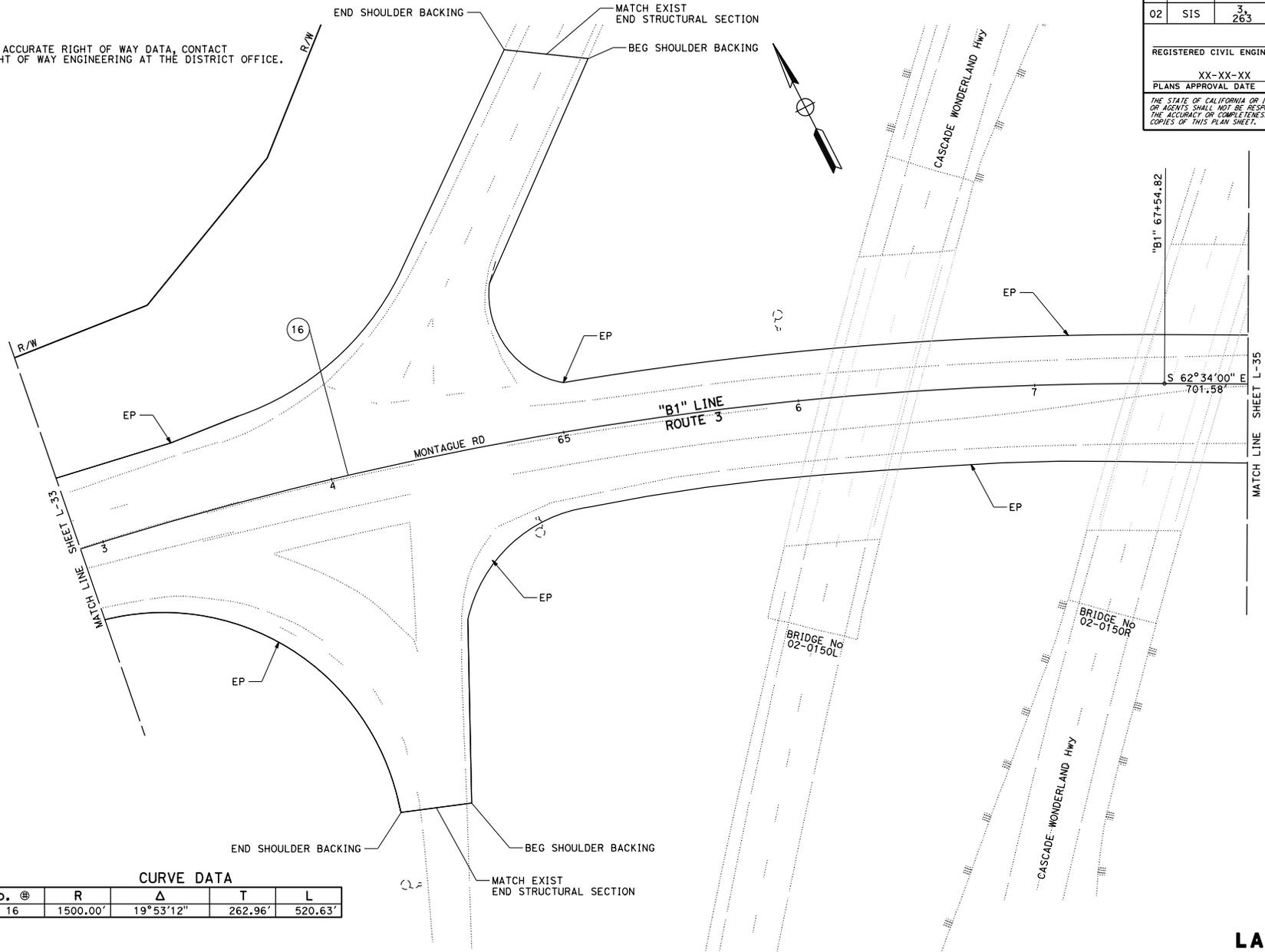
**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41	XX-XX-XX	?

REGISTERED CIVIL ENGINEER DATE  
 XX-XX-XX  
 PLANS APPROVAL DATE  
 TRAVIS A. GURNEY  
 No. C77417  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**CURVE DATA**

No.	R	Δ	T	L
16	1500.00'	19°53'12"	262.96'	520.63'

**LAYOUT**  
SCALE: 1" = 20' **L-34**

LAST REVISION: DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:03



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

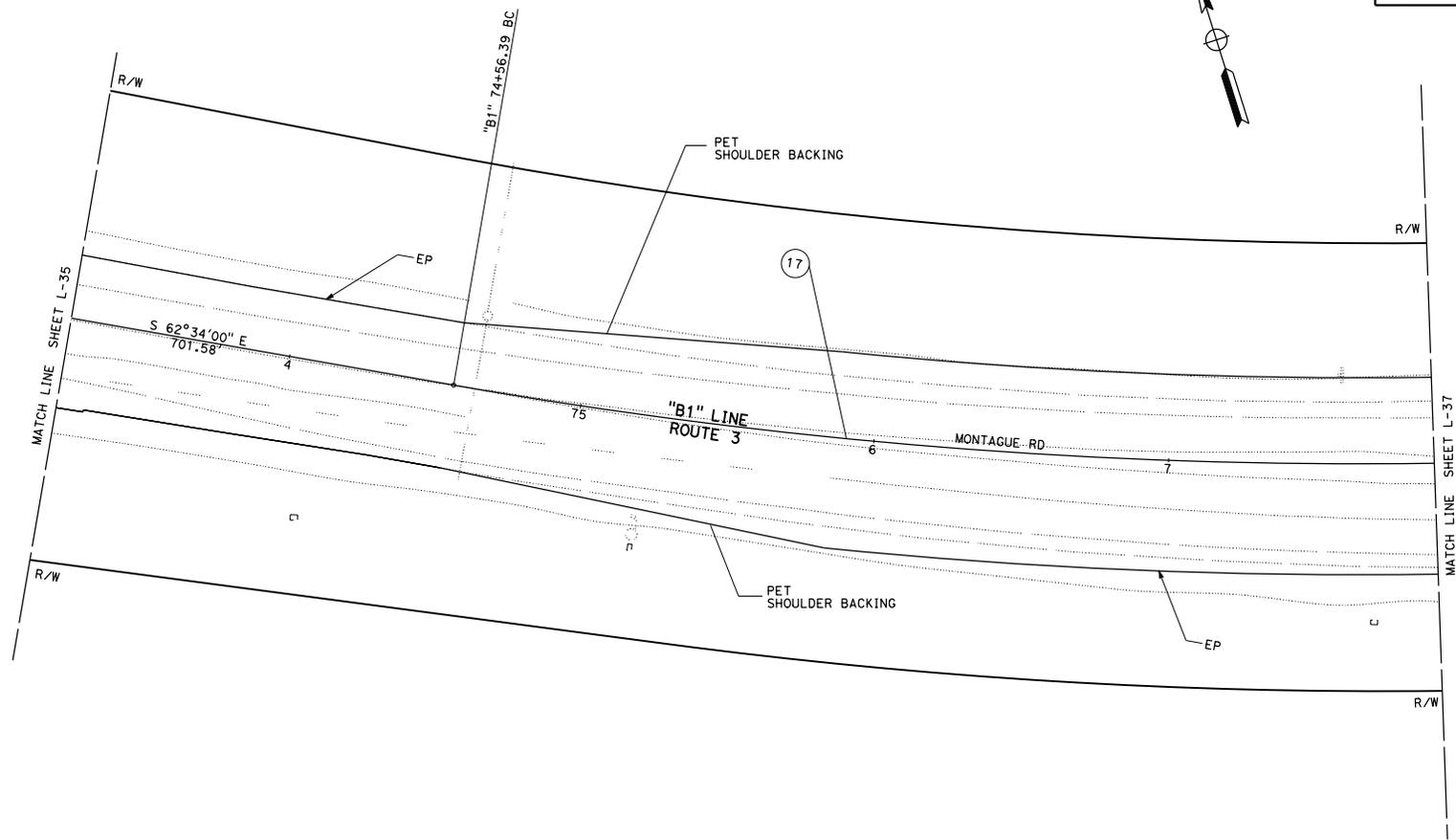
  

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
PLANS APPROVAL DATE	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

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**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
17	1800.00'	41°00'08"	673.03'	1288.12'

P:\projects\2020\16-000000\16-000000\036.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

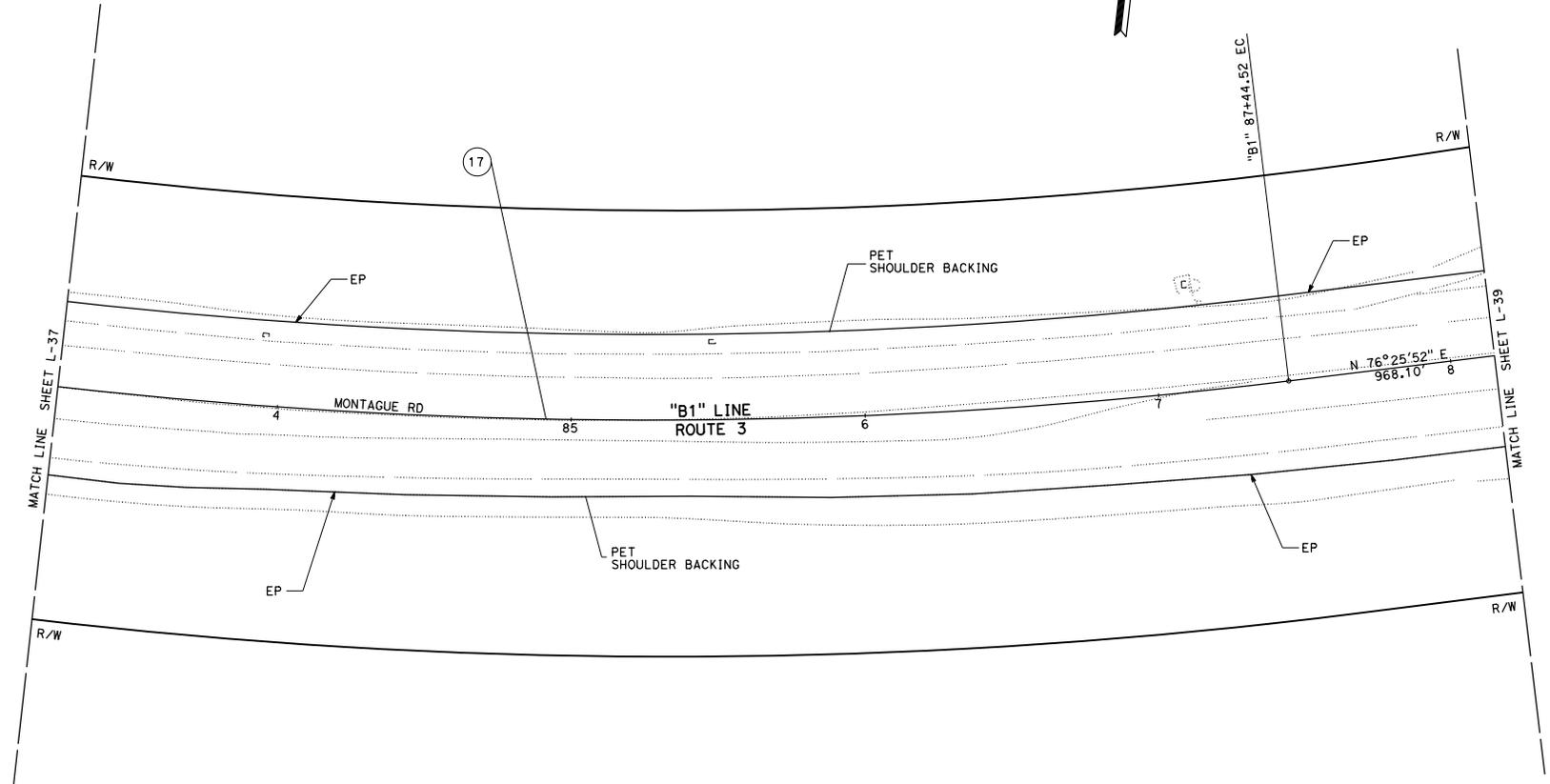
  

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
PLANS APPROVAL DATE	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**

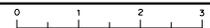
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No.	@	R	Δ	T	L
17		1800.00'	41°00'08"	673.03'	1288.12'

P:\projects\2020\16-000000\0217000000\0217000000.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 TOBY CRANFORD  
 FUNCTIONAL SUPERVISOR  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISOR  
 DATE REVISOR  
 DATE REVISOR



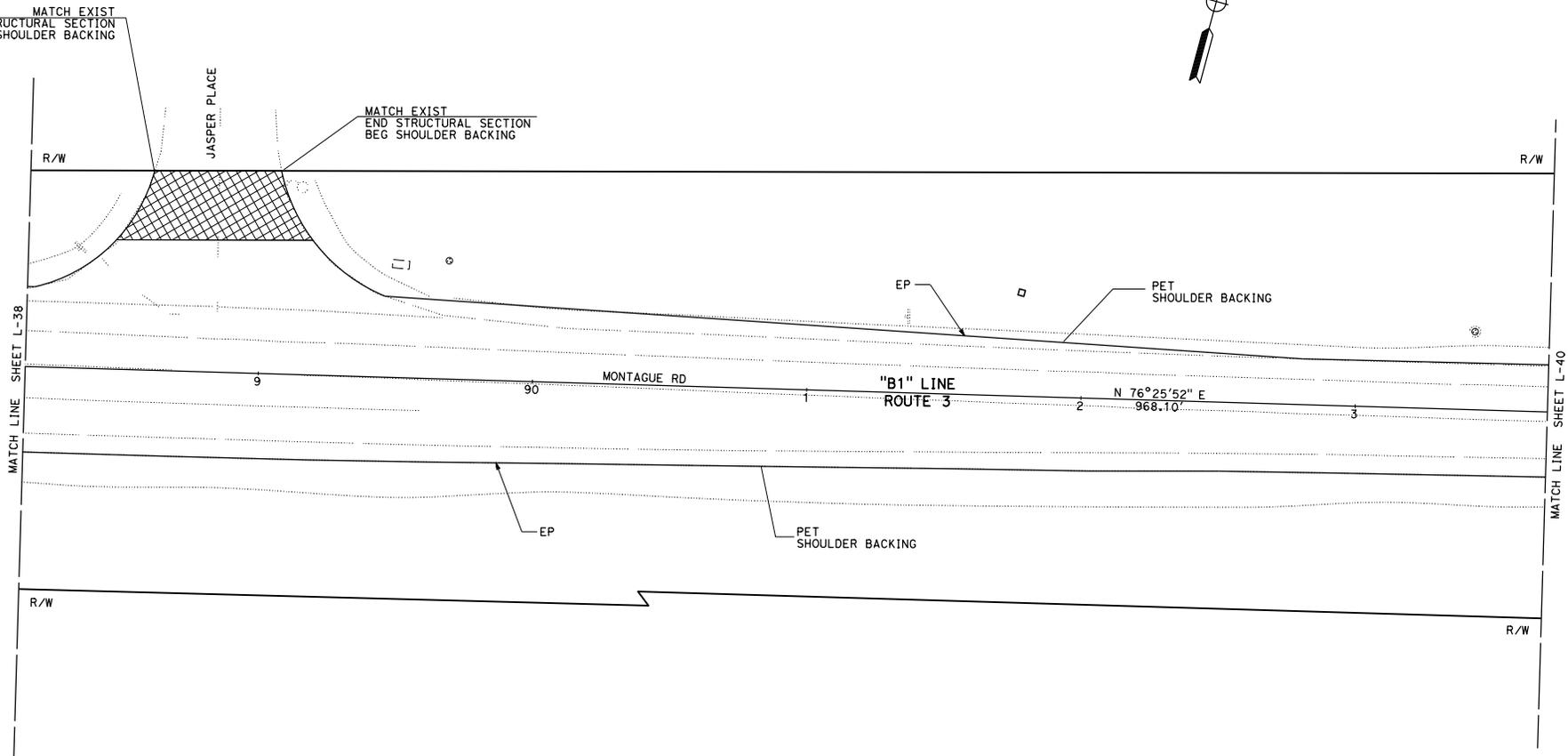
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41	?	?

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
PLANS APPROVAL DATE	
XX-XX-XX	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

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**NOTE:**  
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



REVISIONS: 1. 02/20/2010  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 CALCULATED BY: [blank]  
 DESIGNED BY: [blank]  
 CHECKED BY: [blank]  
 FUNCTIONAL SUPERVISOR: TOBY CRAMFORD  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

**LAYOUT**  
SCALE: 1" = 20' L-39

LAST REVISION:     
 DATE PLOTTED => 16-JAN-2020     
 TIME PLOTTED => 13:04



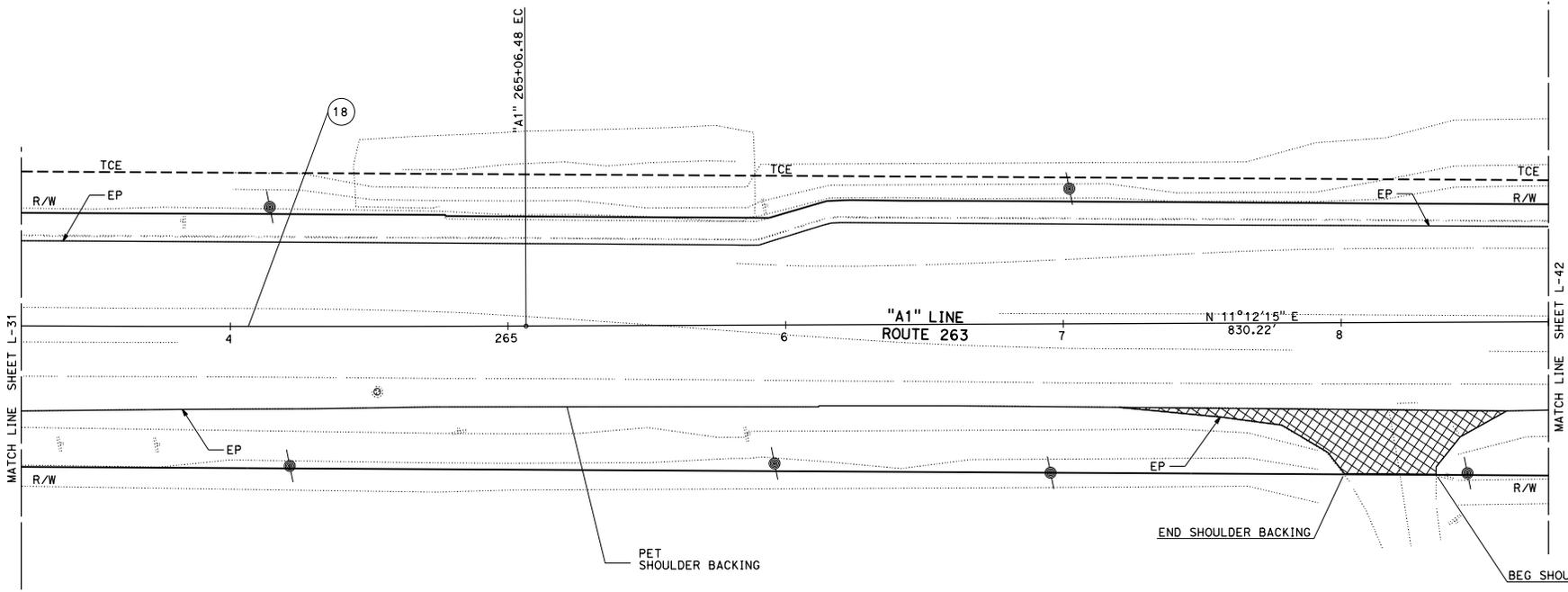
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX	
REGISTERED CIVIL ENGINEER	DATE
TRAVIS A. GURNEY	
No. C77417	
PLANS APPROVAL DATE	
XX-XX-XX	
Exp. 6-30-21	
CIVIL	
STATE OF CALIFORNIA	

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**NOTE:**  
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No. @	R	Δ	T	L
18	20675.93'	00°33'15"	100.00'	200.00'

P:\projects\2020\16-000000\16-000000\01.dgn  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 FUNCTIONAL SUPERVISOR TOBY CRAMFORD  
 CALCULATED BY DESIGNED BY CHECKED BY  
 REVISIONS  
 REVISED BY DATE REVISED

**LAYOUT**  
SCALE: 1" = 20'  
**L-41**

LAST REVISION: DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:04

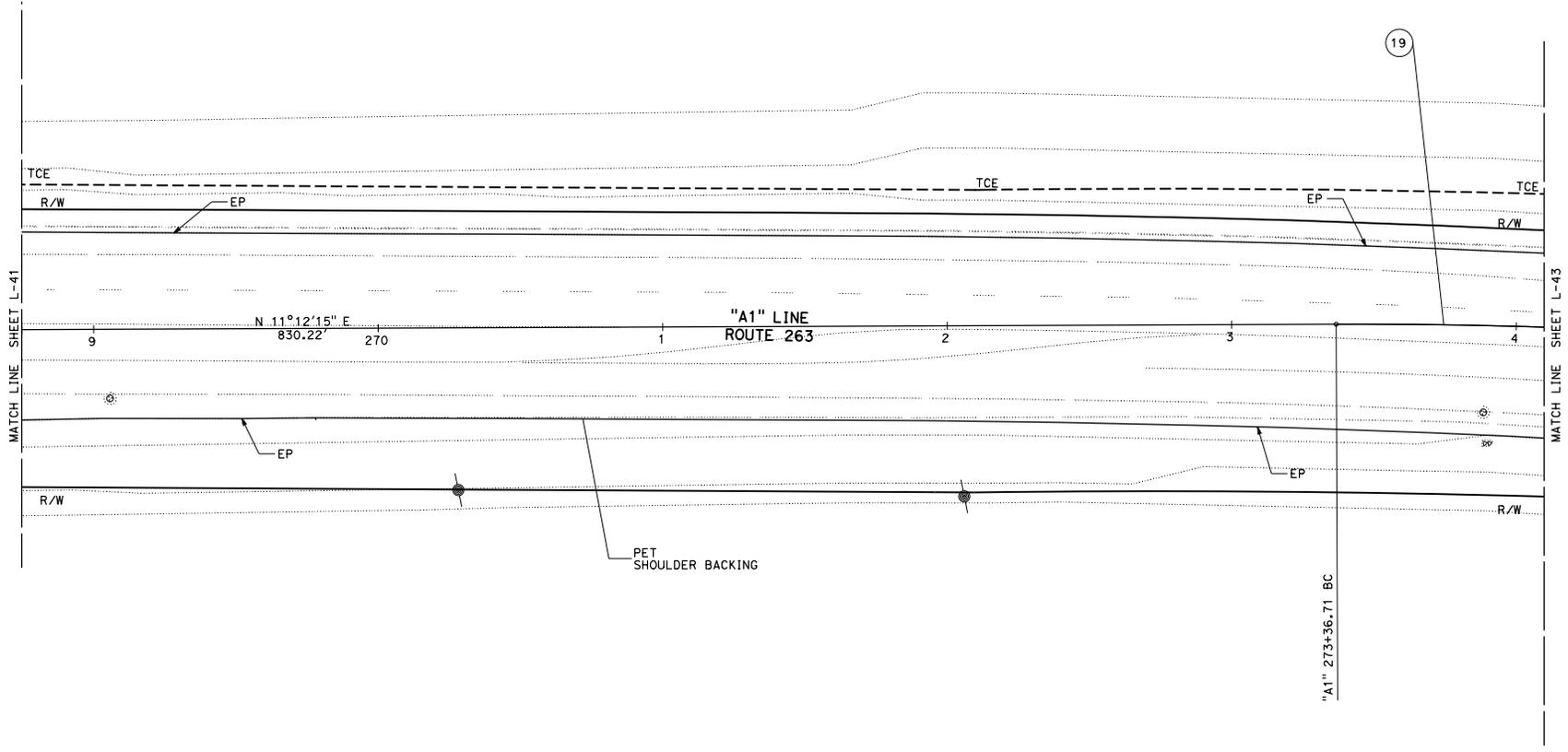
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX  
REGISTERED CIVIL ENGINEER DATE  
TRAVIS A. GURNEY  
No. C77417  
PLANS APPROVAL DATE  
Exp. 6-30-21  
CIVIL STATE OF CALIFORNIA

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**NOTE:**

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**CURVE DATA**

No.	@	R	Δ	T	L
19		2000.00'	06°04'32"	106.14'	212.07'

**LAYOUT**  
SCALE: 1" = 20'  
**L-42**

P:\projects\2020\16-000000\16-000000.dwg  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 DESIGN  
 FUNCTIONAL SUPERVISOR  
 TOBY CRANFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

LAST REVISED:      DATE PLOTTED => 16-JAN-2020      TIME PLOTTED => 13:04

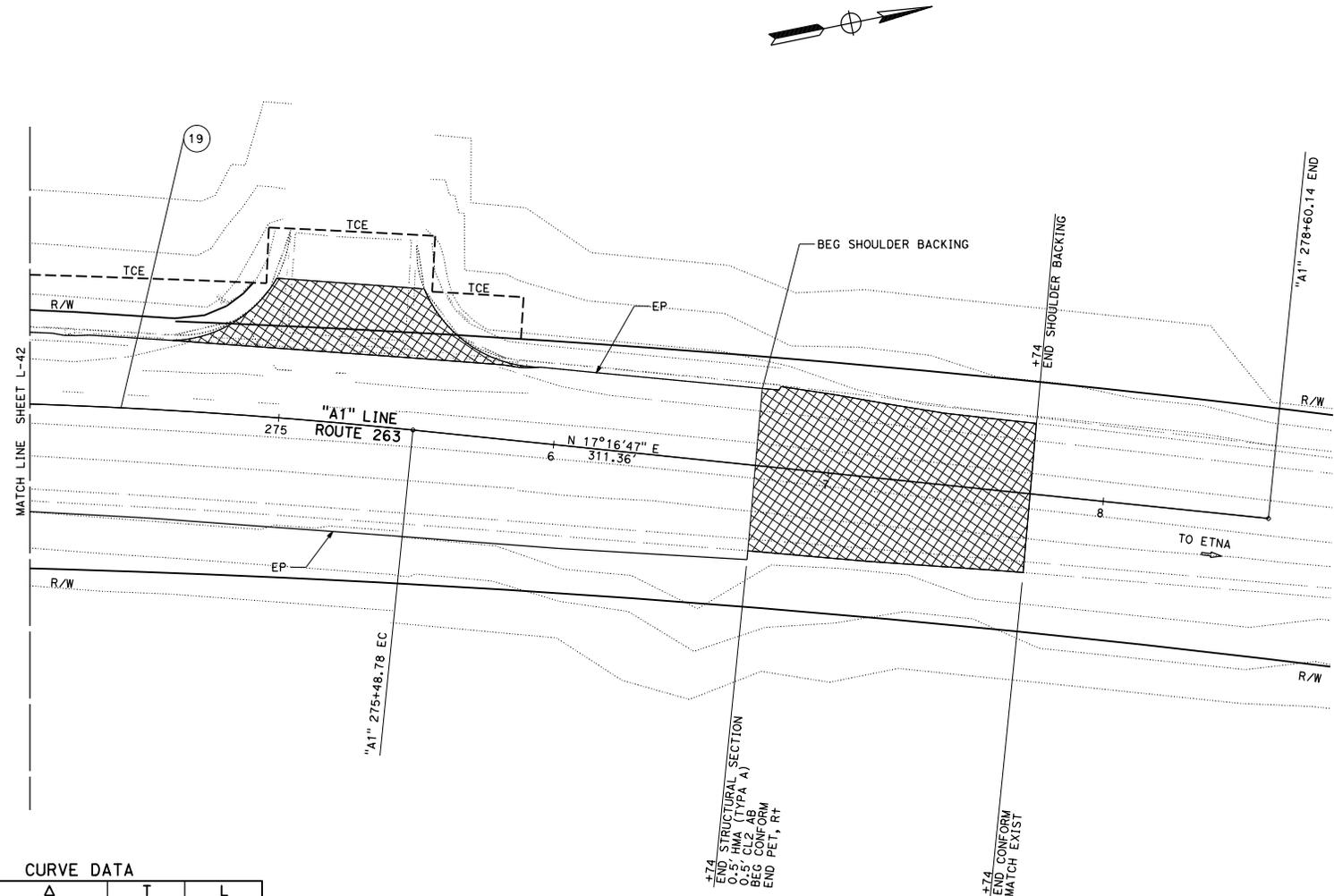
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX  
 REGISTERED CIVIL ENGINEER DATE  
 TRAVIS A. GURNEY  
 No. C77417  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**NOTE:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DESIGN  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 FUNCTIONAL SUPERVISOR TOBY CRAMFORD  
 CALCULATED BY DESIGNED BY CHECKED BY  
 REVISIONS



**CURVE DATA**

No.	@	R	Δ	T	L
19		2000.00'	06°04'32"	106.14'	212.07'

**LAYOUT**  
 SCALE: 1" = 20' L-43

DATE PLOTTED => 16-JAN-2020  
 TIME PLOTTED => 13:04



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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 FUNCTIONAL SUPERVISOR  
 TOBY CRAMFORD  
 CALCULATED BY  
 DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

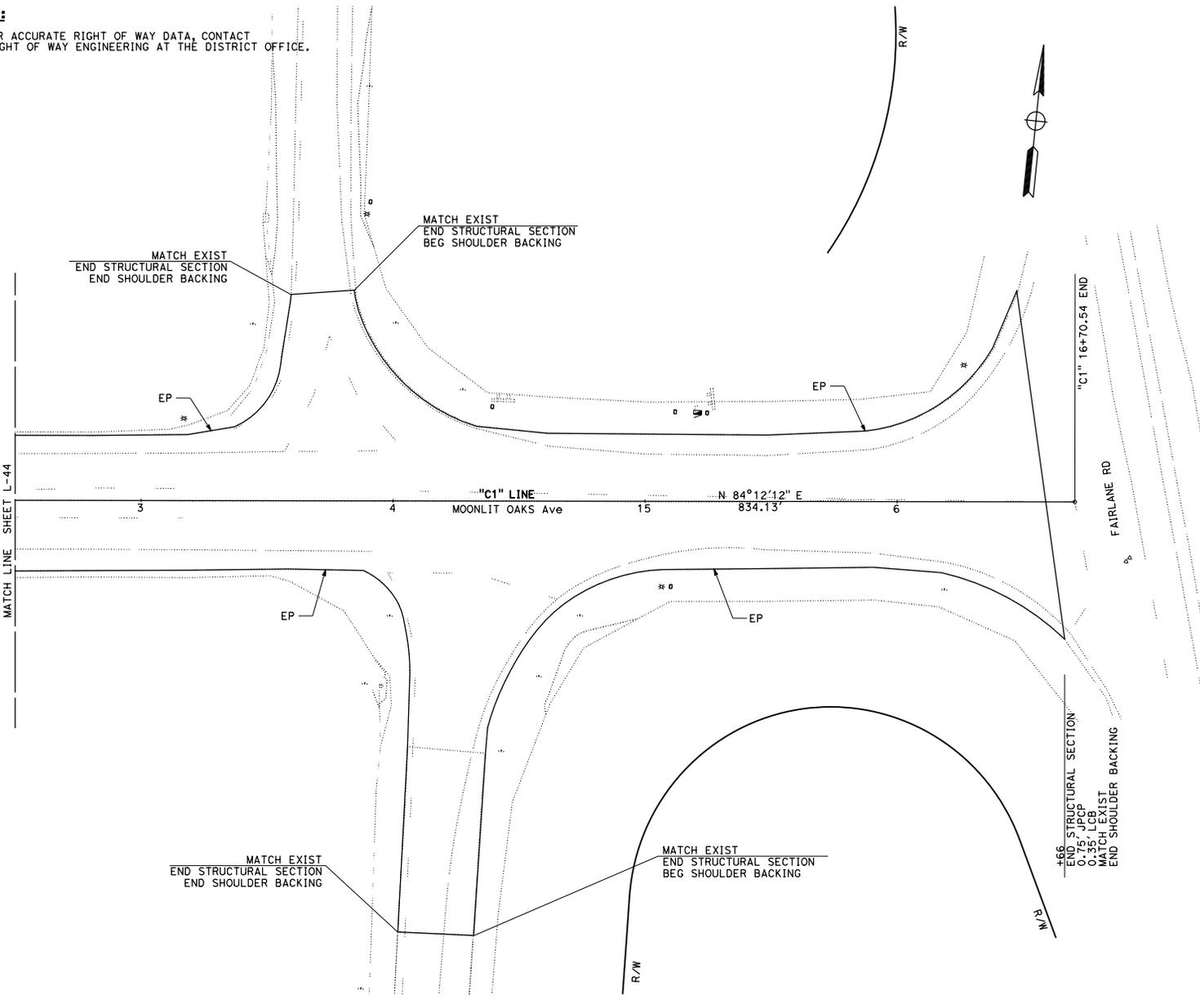
**NOTE:**

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	SIS	3 263	R46.8/R48.0 49.07/49.41		?

XX-XX-XX  
 REGISTERED CIVIL ENGINEER DATE  
 TRAVIS A. GURNEY  
 No. C77417  
 PLANS APPROVAL DATE  
 XX-XX-XX  
 Exp. 6-30-21  
 CIVIL  
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



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**Attachment C**  
**Structures Advance Planning Study (APS)**  
**Alternatives**





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**Attachment D**  
**Cost Estimate**

# PROJECT COST ESTIMATE

EA: 02-1H520

*Yreka Rehab*

EFIS: 217000009

Type of Estimate : PA&ED

Program Code : 20.XX.201.120

Project Limits : SIS 3 R46.8/R48.0, SIS 263 49.07/49.41

Project Description: Roadway Rehabilitation (3R)

## SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	
TOTAL ROADWAY COST	\$	47,645,000
TOTAL STRUCTURES COST	\$	530,000
<b>SUBTOTAL CONSTRUCTION COST</b>	<b>\$</b>	<b>48,175,000</b>
TOTAL RIGHT OF WAY COST	\$	2,031,533

Estimate By:

Travis Gurney

3/25/2020

Date

Checked By:

Toby Crawford

3/26/2020

Date

## PROJECT COST ESTIMATE

Yreka Rehab

**I. ROADWAY ITEMS SUMMARY**

	<b>Section</b>		<b>Cost</b>
1	Earthwork	\$	1,141,000
2	Pavement Structural Section	\$	14,395,800
3	Drainage	\$	5,082,000
4	Specialty Items	\$	6,790,800
5	Environmental	\$	547,000
6	Traffic Items	\$	2,856,700
7	Detours	\$	-
8	Minor Items	\$	2,773,200
9	Roadway Mobilization	\$	3,358,700
10	Supplemental Work	\$	1,450,900
11	State Furnished	\$	2,022,900.00
12	Time-Related Overhead	\$	1,200,000.00
13	Roadway Contingency	\$	6,025,300.00
<b>TOTAL ROADWAY ITEMS</b>		<b>\$</b>	<b>47,645,000</b>

**SECTION 1: EARTHWORK**

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
190101	Roadway Excavation	CY	36,700	x	30.00	= \$	1,101,000
170101	Develop Water Supply	LS	1	x	40,000.00	= \$	40,000

<b>TOTAL EARTHWORK SECTION ITEMS</b>	<b>\$ 1,141,000</b>
--------------------------------------	---------------------

**SECTION 2: PAVEMENT STRUCTURAL SECTION**

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
401050	Jointed Plain Concrete Pavement	CY	13,300	x	270.00	= \$	3,591,000
401055	Jointed Plain Concrete Pavement (RSC)	CY	5,800	x	550.00	= \$	3,190,000
390132	Hot Mix Asphalt (Type A)	TON	35,770	x	125.00	= \$	4,471,250
260203	Class 2 Aggregate Base	CY	7,900	x	60.00	= \$	474,000
280000	Lean Concrete Base	CY	8,800	x	175.00	= \$	1,540,000
398200	Cold Plane Asphalt Concrete Pavement	SQYD	66,000	x	5.00	= \$	330,000
198208	Subgrade Enhancement Geotextile	SQYD	27,100	x	5.00	= \$	135,500
370120	Asphalt Rubber Binder	Ton	150	x	550.00	= \$	82,500
375036	Precoated Aggregate (Seal Coat)	Ton	1,100	x	350.00	= \$	385,000
190185	Shoulder Backing	Ton	3,000	x	60.00	= \$	180,000
397005	Tack Coat	Ton	20	x	825.00	= \$	16,500

<b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b>	<b>\$ 14,395,800</b>
--	----------------------

**SECTION 3: DRAINAGE**

Item code	Unit	Quantity		Unit Price (\$)		Cost
510094 Structural Concrete, Drainage Inlet	CY	350	x	2000.00	= \$	700,000
610107 15" Alternative Pipe Culvert	LF	10	x	130.00	= \$	1,300
610108 18" Alternative Pipe Culvert	LF	20	x	135.00	= \$	2,700
610112 24" Alternative Pipe Culvert	LF	15,000	x	140.00	= \$	2,100,000
610117 30" Alternative Pipe Culvert	LF	3,000	x	180.00	= \$	540,000
610121 36" Alternative Pipe Culvert	LF	300	x	200.00	= \$	60,000
610300 Concrete Backfill (Pipe Trench)	CY	2,400	x	160.00	= \$	384,000
657210A 14"x23" Oval Shaped RCP	LF	3,000	x	220.00	= \$	660,000
710132 Remove Culvert (LF)	LF	6,300	x	30.00	= \$	189,000
710150 Remove Inlet	EA	90	x	500.00	= \$	45,000
750001 Miscellaneous Iron and Steel	LB	50,000	x	3.00	= \$	150,000
XXXXXX Additioanl Drainage Items	LS	1	x	250000.00	= \$	250,000

<b>TOTAL DRAINAGE ITEMS</b>	<b>\$ 5,082,000</b>
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**SECTION 4: SPECIALTY ITEMS**

Item code	Unit	Quantity		Unit Price (\$)		Cost	
080050 Progress Schedule (Critical Path Method)	LS	1	x	15000	= \$	15,000	consult construction
731504 Minor Concrete (Curb and Gutter)	CY	1,770.0	x	800	= \$	1,416,000	
731516 Minor Concrete (Driveway)	CY	630.0	x	800	= \$	504,000	
731521 Minor Concrete (Sidewalk)	CY	1,800.0	x	800	= \$	1,440,000	
731623 Minor Concrete (Curb Ramps)	CY	320.0	x	1200	= \$	384,000	
731511 Minor Concrete (Island)	CY	50.0	x	1000	= \$	50,000	
731840 Remove Concrete (curb and gutter)	LF	29,900.0	x	15	= \$	448,500	
731780 Remove Concrete Sidewalk (SQYD)	SQYD	16,000.0	x	30	= \$	480,000	
731810 Remove Concrete Island (Portions)(CY)	CY	110.0	x	600	= \$	66,000	
730070 Detectable Warning Surface	SQFT	1,300	x	40	= \$	52,000	
710208 Adjust Frame Cover to Grade	EA	280.0	x	\$1,400.00	= \$	392,000	
710212 Adjust Manhole Cover to Grade	EA	120.0	x	\$1,400.00	= \$	168,000	
710220 Adjust Utility Cover to Grade	EA	91.0	x	\$800.00	= \$	72,800	
7102xxA Water main	LF	3,800.0	x	\$200.00	= \$	760,000	
7102xxA Water Laterals (New)	EA	100.0	x	\$2,500.00	= \$	250,000	
710251A Relocate Electrolier	EA	20.0	x	\$10,000.00	= \$	200,000	
710253A Relocate Fire Hydrant	EA	4.0	x	\$10,000.00	= \$	40,000	
71025XA Adjust Fire Hydrants	EA	21.0	x	\$2,500.00	= \$	52,500	

<b>TOTAL SPECIALTY ITEMS</b>	<b>\$ 6,790,800</b>
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**SECTION 5: ENVIRONMENTAL**

**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
				<i>Subtotal Environmental Mitigation</i> \$ -

**5B - LANDSCAPE AND IRRIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Irrigation Conduit	LS	1 x	30,000.00 = \$	30,000
				<i>Subtotal Landscape and Irrigation</i> \$ 30,000

**5C - EROSION CONTROL**

Item code	Unit	Quantity	Unit Price (\$)	Cost
210430 Hydroseed	SQFT	20,000 x	0.25 = \$	5,000
				<i>Subtotal Erosion Control</i> \$ 5,000

**5D - NPDES**

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS	1 x	24,000.00 = \$	24,000
130100 Job Site Management	LS	1 x	76,000.00 = \$	76,000
130330 Storm Water Annual Report	EA	3 x	2,000.00 = \$	6,000
130310 Rain Event Action Plan (REAP)	EA	70 x	500.00 = \$	35,000
130620 Temporary Drainage Inlet Protection	EA	220 x	300.00 = \$	66,000
130730 Street Sweeping	LS	1 x	130,000.00 = \$	130,000
190900 Temporary Concrete Washout	LS	1 x	75,000.00 = \$	75,000
XXXXXX Additional Stormwater Items	LS	1 x	100,000.00 = \$	100,000
				<i>Subtotal NPDES</i> \$ 512,000

<b>TOTAL ENVIRONMENTAL</b>	<b>\$ 547,000</b>
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\*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

\*\*Applies to both SWPPPs and WPCP projects.

\*\*\* Applies only to project with SWPPPs.

**SECTION 6: TRAFFIC ITEMS****6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost	
XXXXX	Upgrade Signal Systems	LS	1	x	1,250,000.00	= \$	1,250,000	
XXXXX	CCTV	LS	1	x	125,000.00	= \$	125,000	
XXXXX	Traffic Loops	LS	1	x	60,000.00	= \$	60,000	
XXXXX	Rapid Flashing Beacon	EA	3	x	40,000.00	= \$	120,000	
<i>Subtotal Traffic Electrical</i>							\$	<b>1,555,000</b>

**6B - Traffic Signing and Striping**

Item code		Unit	Quantity		Unit Price (\$)		Cost	
141120	Treated Wood Waste	LB	14,000	x	0.20	= \$	2,800	
560223	Furnish Sign Structure (Bridge Mounted Without W	LB	1,260	x	7.00	= \$	8,820	
560224	Install Sign Structure (Bridge Mounted Without Wa	LB	1,260	x	10.00	= \$	12,600	
820250	Remove Roadside Sign	EA	200	x	150.00	= \$	30,000	
820300	Remove Roadside Sign (Strap and Saddle Bracke	EA	50	x	100.00	= \$	5,000	
820840	Roadside Sign (1-Post)	EA	190	x	300.00	= \$	57,000	
820850	Roadside Sign (2-Post)	EA	40	x	500.00	= \$	20,000	
820860	Install Sign (Strap and Saddle Bracket Method)	EA	20	x	200.00	= \$	4,000	
820890	Install Sign Panel on Existing Frame	SF	70	x	20.00	= \$	1,400	
820750	Furnish Single Sheet Aluminum Sign (0.063 - Unframed)	SF	430	x	17.00	= \$	7,310	
820760	Furnish Single Sheet Aluminum Sign (0.090 - Unframed)	SF	70	x	20.00	= \$	1,400	
8XXXXX	Furnish Single Sheet Aluminum Sign (0.063 - Unframed) for Retroreflective Sheeting (TypeXI)	SF	1,720	x	17.00	= \$	29,240	
8XXXXX	Furnish Single Sheet Aluminum Sign (0.080 - Unframed) for Retroreflective Sheeting (TypeXI)	SF	100	x	20.00	= \$	2,000	
8XXXXX	Furnish Single Sheet Aluminum Sign (0.063 - Framed) for Retroreflective Sheeting (TypeXI)	SF	290	x	22.00	= \$	6,380	
8XXXXX	Furnish Single Sheet Aluminum Sign (0.080 - Framed) for Retroreflective Sheeting (TypeXI)	SF	220	x	23.00	= \$	5,060	
8XXXXX	Furnish Laminated Sign Panel (1" Type-A) for Retroreflective Sheeting (Type XI)	SF	140	x	32.00	= \$	4,480	
8XXXXX	Retroreflective Sheeting (Type XI)	SF	2,400	x	6.00	= \$	14,400	
840560	Thermoplastic Traffic Stripe (Sprayable)	LF	90,000	x	0.50	= \$	45,000	
840515	Thermoplastic Pavement Marking	SQFT	11,100	x	8.00	= \$	88,800	
120090	Construction Area Signs	LS	1	x	60,000.00	= \$	60,000	
<i>Subtotal Traffic Signing and Striping</i>							\$	<b>405,690</b>

**6C - Traffic Management Plan**

Item code		Unit	Quantity		Unit Price (\$)		Cost	
128652	Portable Changeable Message Signs	LS	1	x	40,000.00	= \$	40,000	
12865XA	Portable Speed Feedback Sign	LS	1	x	30,000.00	= \$	30,000	
<i>Subtotal Traffic Management Plan</i>							\$	<b>70,000</b>

**6C - Stage Construction and Traffic Handling**

Item code		Unit	Quantity		Unit Price (\$)		Cost	
120100	Traffic Control System	LS	1	x	720,000.00	= \$	720,000	
120165	Channelizer (Surface Mounted)	EA	1,200	x	30.00	= \$	36,000	
124000	Temporary Pedestrian Access Route	LS	1	x	70,000.00	= \$	70,000	
<i>Subtotal Stage Construction and Traffic Handling</i>							\$	<b>826,000</b>

<b>TOTAL TRAFFIC ITEMS</b>	<b>\$</b>	<b>2,856,700</b>
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**SECTION 7: DETOURS**

Includes constructing, maintaining, and removal

<b>TOTAL DETOURS</b>	<b>\$</b>	<b>-</b>
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<b>SUBTOTAL SECTIONS 1 through 7</b>	<b>\$</b>	<b>30,813,300</b>
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**SECTION 8: MINOR ITEMS**

Total of Section 1-7      \$ 30,813,300 x 9.0% = \$ 2,773,197

<b>TOTAL MINOR ITEMS</b>	<b>\$</b>	<b>2,773,200</b>
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**SECTIONS 9: MOBILIZATION**

Item code 999990      Total Section 1-8      \$ 33,586,500 x 10% = \$ 3,358,650

<b>TOTAL MOBILIZATION</b>	<b>\$</b>	<b>3,358,700</b>
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**SECTION 10: SUPPLEMENTAL WORK**

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
066015	Federal Trainee Program	LS	1	x	12,000	=	\$ 12,000
066070	Maintain Traffic	LS	1	x	\$300,000.00	=	\$ 300,000
066094	Value Analysis	LS	1	x	\$5,000.00	=	\$ 5,000
066595	Water Pollution Control Maintenance Sharing	LS	1	x	\$70,150.00	=	\$ 70,150
066596	Additional Water Pollution Control	LS	1	x	\$6,000.00	=	\$ 6,000
066597	Stormwater Sampling and Analysis	LS	1	x	\$6,000.00	=	\$ 6,000
066610	Partnering	LS	1	x	\$50,000.00	=	\$ 50,000
066670	Payment Adjustments for Price Index Fluctuati	LS	1	x	\$200,000.00	=	\$ 200,000
066871	Electrical Service Connections	LS	1	x	\$15,000.00	=	\$ 15,000
066919	Dispute Resolution Board	LS	1	x	\$15,000.00	=	\$ 15,000
066XXXA	Water Laterals (Replaced in Construction)	EA	200.0	x	\$500.00	=	\$ 100,000

Cost of **NPDES** Supplemental Work specified in Section 5D = \$ -

Total Section 1-8      \$ 33,586,500      2%      =      \$ 671,730

<b>TOTAL SUPPLEMENTAL WORK</b>	<b>\$</b>	<b>1,450,900</b>
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**SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
066062 COZEEP Contract	LS	1	x	\$204,500.00	=	\$204,500
066393 Smoothness Incentive	LS	1	x	\$25,000.00	=	\$25,000
066405A Payment Adjustment for Concrete Pavement Smor	LS	1	x	\$50,000.00	=	\$50,000
066013A Furnish GNSS Rover	LS	1	x	\$25,000.00	=	\$25,000
066017A Just-In-Time Training - AMG	LS	1	x	\$10,000.00	=	\$10,000
066063 Traffic Management Plan - Public Information	LS	1	x	\$35,000.00	=	\$35,000
066105 Resident Engineer's Office	LS	1	x	\$272,000.00	=	\$272,000
xxxx Signal Controller Equipment	LS	1	x	\$30,000.00	=	\$30,000
066893 Utility Service	LS	1	x	\$2,500.00	=	\$2,500
066916 Annual Construction General Permit Fee	LS	1	x	\$11,228.00	=	\$11,228
066XXXA Water Line Minor Items/Other	LS	1.0	x	\$350,000.00	= \$	350,000
Total Section 1-8		\$	33,586,500	3%	= \$	1,007,595

<b>TOTAL STATE FURNISHED</b>	<b>\$2,022,900</b>
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**SECTION 12: TIME-RELATED OVERHEAD**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
090105 Time Related Overhead (LS)	LS	1	x	1200000	= \$	1,200,000

<b>TOTAL TIME-RELATED OVERHEAD</b>	<b>\$ 1,200,000</b>
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**SECTION 13: ROADWAY CONTINGENCY**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total Section 1-11	\$	40,168,100	x	15%	=	\$6,025,215
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<b>TOTAL CONTINGENCY</b>	<b>\$6,025,300</b>
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## II. STRUCTURES

A)	Bridge Barrier Upgrade	\$	315,000
B)	Polyester Concrete Overlay	\$	215,000

Current

<b>TOTAL STRUCTURES ESTIMATE</b>	<b>\$530,000</b>
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### III. RIGHT OF WAY

	Current	Escalation Rate	Escalated
A) Total Acquisition Cost	\$ 1,173,183	5%	\$ 1,301,411
B) Appraisal Fees Estimate	\$ 190,000	N/A	\$ 190,000
C) Mitigation Acquisition & Credits	\$ 0		\$ 0
D) Project Development Permit Fees	\$ 0		\$ 0
E) Utility Relocation (State's Share)	\$ 550,000	5%	\$ 610,115
F) Relocation Assistane (RAP)	\$ 2,850	5%	\$ 3,162
G) Clearance/Demolition	\$ 0		\$ 0
H) Title & Escrow	\$ 115,500	5%	\$ 128,124
I) Total Estimated Right of Way Cost	\$ <b>2,031,533</b>		\$ <b>2,233,000</b>
J) Construction Contract Work	\$ 0		

<b>TOTAL R/W ESTIMATE: Current</b>	<b>\$2,031,533</b>
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<b>TOTAL R/W ESTIMATE: Escalated</b>	<b>\$2,233,000</b>
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**Attachment E**  
**Environmental Document**

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>2/SIS/3 and 263</b> Dist.-Co.-Rte. (or Local Agency)	<b>Variable</b> P.M./P.M.	<b>02-1H520</b> E.A./Project No.	<b>EFIS # 0217000009</b> Federal-Aid Project No. (Local Project)/Project No.
--	------------------------------	-------------------------------------	---

**PROJECT DESCRIPTION:** (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

The California Department of Transportation (Caltrans), using State and federal funding, is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project includes the segment of State Route (SR) 3 from post mile R46.8 to R48.0 (this section of roadway has a post mile equation [L50.16 = R47.38]), Moonlit Oaks Avenue between SR 3 and Fairlane Road, and a section of SR 263 from post mile 49.1 to 49.4. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting.

(continued on pages 2-8)

**CALTRANS CEQA DETERMINATION** (Check one)

- Not Applicable – Caltrans is not the CEQA Lead Agency       Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

Based on an examination of this proposal, supporting information, and the above statements, the project is:

- Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)  
 Categorically Exempt. (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

- Exempt by General Rule. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]

**Keith Pelfrey**

Print Name: Senior Environmental Planner or Environmental Branch Chief



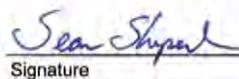
Signature

1/21/20

Date

**Sean Shepard**

Print Name: Project Manager



Signature

1/21/20

Date

**NEPA COMPLIANCE**

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

**CALTRANS NEPA DETERMINATION** (Check one)

- 23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(26)  
 23 CFR 771.117(d): activity (d)( )  
 Activity \_\_\_ listed in Appendix A of the MOU between FHWA and the State

- 23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

**Keith Pelfrey**

Print Name: Senior Environmental Planner or Environmental Branch Chief



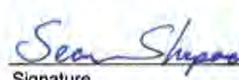
Signature

1/21/20

Date

**Sean Shepard**

Print Name: Project Manager/DLA Engineer



Signature

1/21/20

Date

Date of Categorical Exclusion Checklist completion: 12/31/2019

Date of ECR or equivalent: 1/17/20

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

The purpose of the project is to rehabilitate the existing pavement to current design standards; increase the service life of the roadway; improve rideability for motorists; improve safety for pedestrians, bicyclists, and motorists; provide a multi-modal facility; and establish system linkage. The pavement in this section of roadway has deteriorated to a condition that is considered a "Now Need". The pavement meets criteria for major rehabilitation in the Caltrans Pavement Management System (PaveM) and exhibits advanced load associated and fatigue cracking. The pavement International Roughness Index varies between 150 and 180 and is considered a fair to poor ride. Sidewalk widths vary between 2.5 feet and 6 feet, and cross slopes measure between 2 percent and 10 percent. Slopes of the gutters, ramps, and landings exceed the maximum allowable at multiple locations. In addition, there are no marked bikeways within the project limits, access to transit stops may be obstructed by parked cars, and the existing Type 9 bridge rail on the bridge (No. 02-0151) spanning Yreka Creek does not meet current standards.

The strategy is to reconstruct the roadway's structural section to meet current design standards and Americans with Disabilities Act (ADA) standards. The roadway between Oberlin Road and Broadway would be narrowed to improve pedestrian safety. Existing paved roadway shoulders would be widened to 8 feet at various locations in the northern portion of the project area. Most sidewalks, including approximately 90 curb ramps and 190 driveways, would be replaced throughout the downtown corridor.

Various utilities would be replaced, relocated, and/or protected in place. Water pipelines would be replaced or protected in place, propane pipelines would be relocated or replaced, and fiber optic/telephone/electrical lines may need to be relocated at some locations. Utility covers would be adjusted to grade and light poles would be relocated. Approximately 85 stormdrain culverts (totaling approximately 7,000 lineal feet) under the roadway would be replaced, repaired, or undergo maintenance (Table 1). In addition, approximately 14,000 lineal feet of stormdrain pipe and associated drainage inlets would be installed to accommodate the 10-year storm event. Actuated pedestrian signals would be installed at various crosswalks to meet current ADA standards, a closed-circuit television (CCTV) would be installed at the intersection of SR 3 and SR 263, and existing signal systems would be upgraded on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street.

Other improvements include designating Class II (striped bike lanes) and Class III (shared traveled way designated by share the road signs and/or pavement markings) bikeways (Table 2), marking county transit stops with painted curbs and signage (Table 3), and bringing the Yreka Creek bridge rail up to standard. Ramps and streets would be temporarily closed during construction and traffic detours would be provided. Trees and shrubs may be removed to accommodate widening of sidewalks, culvert replacements, and development of staging areas and disposal sites. Some fences may need to be relocated to accommodate the widening of sidewalks. The project area is divided into seven structural sections. The proposed improvements within each structural section and the approach to performing work in that section are summarized in Table 4.

**Table 1 Stormdrain Culverts to be Improved**

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements <sup>1</sup>
20034704734	SR 3	L47.34	2.5	433	Joint Sealing/Repair
20034704734	SR 3	L47.34	2.5	229	Joint Sealing/Repair
20034704734	SR 3	L47.34	2	142	Joint Sealing/Repair
20034704734	SR 3	L47.34	1.5	5	Replace
20034704734	SR 3	L47.34	2.5	135	Replace
20034704734	SR 3	L47.34	2.5	191	Replace
20034704734	SR 3	L47.34	2.5	5	Replace
20034704734	SR 3	L47.34	2.5	229	Replace
20034704734	SR 3	L47.34	2.5	230	Invert Repair
20034704734	SR 3	L47.34	2.5	207	Invert Repair
20034704734	SR 3	L47.34	2.5	87	Invert Repair
20034704734	SR 3	L47.34	1.5	30	Invert Repair
20030104744	SR 3	L47.44	2	98	Flush Sediment
20034704750	SR 3	L47.50	2	19	Invert Repair
20034704750	SR 3	L47.50	2	230	Invert Repair
20034704750	SR 3	L47.50	2	321	Invert Repair
20034704750	SR 3	L47.50	2	92	Invert Repair
20034704750	SR 3	L47.50	2	52	Invert Repair
20030104753	SR 3	L47.53	2	54	Replace
20030104753	SR 3	L47.53	2	53	Replace
20034104758	SR 3	L47.58	1.5	70	Flush Sediment
20034704770	SR 3	L47.70	2	80	Invert Repair
20034704770	SR 3	L47.70	2	48	Invert Repair
20034704770	SR 3	L47.70	2	83	Invert Repair
20030104777	SR 3	L47.77	2	186	Flush Sediment

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

20034704816	SR 3	L48.16	2	270	Replace
20034704816	SR 3	L48.16	2	472	Replace
20034704841	SR 3	L48.41	2		Replace
20034704841	SR 3	L48.41	2.5 x 1.5 Elliptical	64	Replace
20034704854	SR 3	L48.54	4.3 x 2.5 Box	50	Concrete Repair
20034704854	SR 3	L48.54	4.3 x 2.5 Box	7	Concrete Repair
20034704854	SR 3	L48.54	2		Replace
20034704872	SR 3	L48.72	2	220	Replace
20034704872	SR 3	L48.72	1.5	123	Replace
20034704872	SR 3	L48.72	1.5	67	Replace
20034704872	SR 3	L48.72	2	7	Replace
20034704883	SR 3	L48.83	1		Replace
20034704903	SR 3	L49.03	1.5		Replace
20034704905	SR 3	L49.05	1	164	Flush Sediment
20034704910	SR 3	L49.10	1.5		Culvert Barrel Lining
20034704910	SR 3	L49.10	1.5	45	Replace
20034704910	SR 3	L49.10	1.5	20	Replace
20034704910	SR 3	L49.10	1.5	60	Replace
20034704921	SR 3	L49.21	1.8	186	Replace
20034704921	SR 3	L49.21	1.5	32	Replace
20034704921	SR 3	L49.21	1.5	6	Replace
20034704921	SR 3	L49.21	1	9	Replace
20034704925	SR 3	L49.25	1.5	235	Replace
20034704925	SR 3	L49.25	1.5	50	Replace
20034704925	SR 3	L49.25	1.5	13	Replace
20034704925	SR 3	L49.25	1.5	57	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704925	SR 3	L49.25	1.5	27	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704941	SR 3	L49.41	1.5	25	Replace
20034704941	SR 3	L49.41	1.5		Replace
20034704941	SR 3	L49.41	1.5	15	Replace
20034704941	SR 3	L49.41	1.5	98	Replace
20034704941	SR 3	L49.41	1.5	24	Replace
20034704950	SR 3	L49.50	1.4		Replace
20034704950	SR 3	L49.50	0.7	23	Replace
20034704950	SR 3	L49.50	1.5	54	Replace
20034704956	SR 3	L49.56	1.5	45	Replace
20034704956	SR 3	L49.56	1.5	7	Flush Sediment
20034704956	SR 3	L49.56	1.5	6	Flush Sediment
20034704956	SR 3	L49.56	1.5	9	Flush Sediment
20034704956	SR 3	L49.56	1.5	28	Flush Sediment
20034704965	SR 3	L49.65	7 x 3.5 Box	6	Debris Removal
20034704965	SR 3	L49.65	7 x 3 Box	76	Debris Removal
20034704965	SR 3	L49.65	8 x 3 Box	6	Debris Removal
20034704872	SR 3	L48.72	Unknown		Flush Sediment
20034704976	SR 3	L49.76	2 x 1 Elliptical	83	Replace
20034704976	SR 3	L49.76	1	63	Replace
20034704976	SR 3	L49.76	0.2 x 1	9	Replace
20034704976	SR 3	L49.76	1	58	Replace
20034704976	SR 3	L49.76	1	7	Replace
20034704976	SR 3	L49.76	1.5	228	Replace
20034704976	SR 3	L49.76	2	40	Replace a Section
20034704976	SR 3	L49.76	1	164	Flush Sediment
22634004910	SR 263	49.10	2	133	Flush Sediment
22634004910	SR 263	49.10	2	73	Flush Sediment
22634004910	SR 263	49.10	3	64	Invert Repair
22634004910	SR 263	49.10	3	170	Replace
22634004918	SR 263	49.18	2	10	Replace
22634004918	SR 263	49.18	2	76	Flush Sediment

<sup>1</sup> Stormdrain culverts identified for repair or maintenance may be replaced with a new culvert if extensive deterioration is evident; this would be determined by the contractor during construction.

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM  
Continuation Sheet**

**Table 2 Locations of Proposed Bikeways**

Route	Section	Proposed Bikeway	City of Yreka Goal	Meets City's Needs?
3	PM R46.8 (begin project) to Broadway Connection	Class II	Class III	Yes
3	Broadway Connection to SR 3/SR 263 Junction	Class III	Class III	Yes
3	SR 3/SR 263 Junction to PM 48.0 (end project)	Class II	Class III	Yes
263	SR 3/SR 263 Junction to PM 49.41 (end project)	Class II	Class II	Yes

**Table 3 Existing and Proposed Transit Stops**

Northbound/ Southbound	Location		Proposed/ Existing
	General	Description	
Northbound	Mt. Shasta Title	Between Bruce Street and Lawrence Street	Proposed
Northbound	Siskiyou County Human Services	Between Turre Street and Yreka Street	Proposed
Northbound	Pacific Power	At Lane Street	Proposed
Northbound	Yreka Motel	Between Yama Street and E Howard Street	Proposed
Northbound	Grocery Outlet	Between SR 263 and Yreka Creek Bridge	Existing
Southbound	J&D Diner	Between W Blake Street and Tebbe Street	Existing
Southbound	Car Quest	Between Yama Street and W Howard Street	Proposed
Southbound	Shop Smart (now vacant)	Between Turre Street and Yreka Street	Proposed
Southbound	Child Support Services	South of Lawrence Lane	Proposed

**Table 4 Structural Sections: Proposed Improvements and Work Strategy**

Section	County-Route-Post Mile Range	Location Description	Proposed Improvements	Work Strategy	
				Day/Night Work	Road/Sidewalk/Intersection/Ramp Closures
1	SIS-3-R46.8 to L47.3	On SR 3 from begin project to Moonlit Oaks Avenue  On Moonlit Oaks Avenue from SR 3 to Fairlane Road	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Upgrade signal systems	Day and night work	Half-width construction of road and sidewalks
					Two 55-hour closures (half-width construction) at the SR 3/Moonlit Oaks intersection
					One 55-hour closure at the Moonlit Oaks/I-5 southbound on/off ramps
					One 55-hour closure at the north half of the Moonlit Oaks/I-5 northbound onramp
2	SIS-3-L47.3 to L48.2	On SR 3 from Moonlit Oaks Avenue to Oberlin Road	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Upgrade signal systems	Day and night work	Half-width construction of road and sidewalks
					Two 55-hour closures (half-width construction) at the SR 3/Oberlin Road intersection
3	SIS-3-L48.2 to L48.9	On SR 3 from Oberlin Road to Broadway Connection	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Roadway narrowing/traffic calming	Day and night work	Half-width construction of road and sidewalks

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

		Bike lanes Marking STAGE transit stops Actuated pedestrian signals		
4	SIS-3-L48.9 to SIS-263-49.41	On SR 3 from Broadway Connection to SR 3/263 intersection  On SR 263 from SR 3/263 intersection to end project (SR 263)	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops Upgrade signal systems Install CCTV	Day work  Half-width construction of road and sidewalks
5	SIS-3-L49.9 to L50.0	On SR 3 from SR 3/263 intersection to begin of bridge at Yreka Creek	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops	Day and night work  Half-width construction of road and sidewalks
6	SIS-3-L50.0 to R47.6	On SR 3 from end of bridge at Yreka Creek to intersection at new truck stop	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Bike lanes	Day and night work  Half-width construction of road and sidewalks  One 55-hour full closure at the I-5 southbound offramp  Two 55-hour closures (half width construction) or one 55-hour full closure at the I-5 northbound and southbound onramps  Two 55-hour closures (half width construction) or one 55-hour full closure at the northbound I-5 offramp
7	SIS-3-R47.6 to R48.0	On SR 3 from intersection of at new truck stop to end project (SR 3)	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes	Day work  Half-width construction of road

**Borrow and Disposal Sites**

No borrow sites would be utilized. Construction of the project would generate approximately 40,000 cubic yards of asphalt grindings and other waste. Grindings and other construction debris would become property of the contractor and may be re-used onsite and/or disposed of at two disposal sites located within Caltrans' right-of-way along SR 3 approximately 3 miles southwest of Yreka. The 1.1-acre site at post mile 43.8 is located along the east side of the roadway and can accommodate approximately 31,500 cubic yards of material; the 1.1-acre site at post mile 41.0/41.5 is located along the west side of the roadway and can accommodate approximately 25,000 cubic yards of material. Both sites have not previously been utilized as a disposal site, therefore tree and shrub removal would be necessary to develop the sites for disposal purposes.

**Staging/Stockpiling**

Staging/stockpiling would occur at three locations: a field west of the Raley's shopping center, a graveled turnout northwest of the intersection at Deer Creek Way, and on a City-owned parcel southeast of the intersection of 4H Way and Campus Drive. Concrete utilized during paving would be obtained from a temporary mobile concrete batch plant or from a local commercial supplier. If needed, the temporary mobile cement batch plant would be located at either the

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

Caltrans maintenance yard in Yreka, between Interstate 5 and the northbound offramp at the intersection with SR 3, or between Interstate 5 and the northbound onramp at the intersection with County Road A12 near Grenada.

**Right-of-Way**

The proposed work would occur within and outside Caltrans' right-of-way. Work on federal land would be limited to one location—the entrance at the Forest Service warehouse facility, which is located outside Caltrans' right-of-way. Work at this location may require a Letter of Concurrence or a Special Use Permit from the Forest Service. Construction of the project would require temporary construction easements on 153 properties, of which, 96 would also require partial acquisition of right-of-way. Approximately 1.04 acres of right-of-way would be permanently acquired. The staging/stockpiling areas are located outside of Caltrans' right-of-way and would require temporary construction easements. The locations where the mobile concrete batch plant may be sited are within Caltrans' right-of-way.

**Transportation/Traffic**

Once built, the project would result in no adverse operational impacts to access and circulation for vehicles, bicyclists, and pedestrians. The addition of new bicycle lanes and ADA-compliant sidewalks is anticipated to reduce vehicle traffic and improve circulation for bicyclists and pedestrians. Upgrading existing signal systems, installation of actuated pedestrian signals at various crosswalks, and roadway narrowing/traffic calming between Oberlin Road and the Broadway Connection would improve pedestrian safety. Approximately 240 to 360 working days would be needed to complete the work, of which, approximately 200 days would require lane closures/traffic control. 55-hour closures on weekends would be required at some intersections to allow for concrete paving and cure times. These activities would impact vehicle traffic and bicyclists. In addition, the temporary closure of sidewalks during construction would impact pedestrians. Potential impacts to the traveling public may be slightly longer travel time due to traffic controls/detours during construction. The proposed project would not result in the loss of any existing designated parking spaces nor would it create new designated parking spaces. The work scope includes the use of rapid-set concrete, where feasible, to minimize the time that sidewalks and driveways that service businesses and residences would be closed during construction. Measures to be implemented to minimize potential impacts on traffic and transportation/pedestrian and bicycle facilities are described in the Environmental Commitments Record (ECR)

**Public Services**

The proposed project would extend the useful life of public roadways within the project area. In addition, the proposed project would facilitate better access to two existing and seven proposed STAGE stops within the project area by improving curbside space and restricting parking in front of bus loading areas by designating the space with painted curb, signs, or the like. Once built, the project would result in no adverse operational impacts on public services. During construction, travel time for various public transportation services may be slightly longer due to traffic controls/detours. In addition, transit stops may be temporarily closed during construction. The project would have a negligible impact on response time for emergency services (e.g., police, fire, and ambulance) as emergency service providers would not be subject to traffic controls/detours and alternate routes would be available. Measures to be implemented to minimize potential travel time for public transportation services and delays to response time for emergency services are described in the ECR.

**Recreation**

The proposed project would not impact any parks. However, construction of the project may temporarily affect access to the City of Yreka's recreational trail along Yreka Creek for trail users who utilize the trailhead along the east side of State Route 3 between Lawrence Avenue and Bruce Street. Access to this trail head could be affected up to two weeks while work is occurring in the immediate vicinity. Measures to be implemented to maintain access to this 4(f) resource during construction are described in the ECR.

**Hazardous Wastes**

No Cortese sites are reported within the project area. However, the following hazardous wastes may be present within the project area: lead-contaminated soils, lead and chromium in thermoplastic striping, pollutants in treated wood posts, and asbestos on the Yreka Creek bridge. As described in the ECR, grindings associated with removal of yellow and white traffic striping would be removed and disposed of in accordance with Caltrans SSP 63-4. Any treated wood sign posts that would be removed would be disposed of in accordance with Caltrans SSP 14-11.14. A site investigation for aerially deposited lead and asbestos would be conducted to determine whether hazardous soils/asbestos are present and what actions, if any, would be required.

**Cultural Resources**

Work at the intersection of SR 3 and West Miner Street would occur adjacent to the eastern boundary of the Third Street and Miner Historic District. As currently designed, the proposed project would not directly or indirectly affect any character-defining features of the Historic District; therefore, the undertaking would result in a finding of No Historic Properties Affected.

**Biological Resources**

Construction of the project could introduce/spread invasive noxious weed species and disturb nesting migratory birds. No work is proposed in jurisdictional waters and no riparian habitat would be removed. Field surveys confirmed the

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

presence of Yreka phlox at the disposal site at post mile 43.8. To avoid directly impacting Yreka phlox plants, the limits of the disposal site were modified to exclude the population of Yreka phlox plants. Avoidance/minimization measures to be implemented for protection of biological resources are included in the ECR.

**Air Quality**

Because the project is not a capacity-increasing project, no long-term impacts on air quality resulting from operation of the project would occur. However, during construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, operation of a mobile concrete batch plant, and other construction-related activities. Dust and pollutant control measures to be implemented to protect air quality during construction are described in the ECR.

**Geology and Soils**

Construction of the project, including use of staging areas and disposal sites, would disturb approximately 45 acres of soil. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, development of disposal sites, and use of staging areas would disturb soil and may result in the loss of a small amount of soil through deposition at disposal sites (most of the excavated material deposited at disposal sites would consist of asphalt grindings and other waste) or from erosion. Although some soils within the project area have the potential for expansion/contraction, any such limitations can be overcome through proper planning, design, and/or construction. During construction, standard BMPs would be implemented for erosion control, as described in the ECR.

**Water Quality/Hydrology**

Construction activities that may impact hydrology and water quality include installation of approximately 14,000 lineal feet of new stormdrains to accommodate the 10-year storm event, maintenance/repair/replacement of approximately 85 existing stormdrain culverts (totaling approximately 7,000 lineal feet), replacement of the structural section of the roadway and adjacent sidewalks, relocation of utilities, and development of two disposal sites. Stormwater runoff entering new stormdrains would be redirected to the existing stormdrain system, which discharges to nearby Yreka Creek; stormwater runoff entering new stormdrains would be only minimally redirected and would continue to discharge to the same receiving waters. Replacement of the structural section of the roadway and adjacent sidewalks would involve replacing existing impervious surfaces with new impervious surfaces and adding approximately 0.48 acres of new impervious surface to the project area at locations where paved roadway shoulders are less than 8 feet in width and need additional pavement added to achieve 8-foot-wide paved shoulders. Post-construction stormwater flows would not exceed pre-construction stormwater flows and would not carry substantial amounts of polluted runoff above existing levels because the 0.48 acres of newly added impervious areas would be widely distributed throughout the northern portion of the project area. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, and development of disposal sites would expose native soil, which has the potential to degrade water quality onsite and offsite due to erosion and siltation. Measures to be implemented to avoid/minimize potential impacts to water quality during construction are described in the ECR.

The Location Hydraulic Study identified 10 locations within the project area that are subject to flooding. Three of these locations are within a mapped 100-year flood hazard area. However, the project would only minimally alter surface elevations within the mapped 100-year floodplain and would not result in a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).

**Noise**

The proposed project would not increase capacity or involve the introduction of permanent noise-producing activities. However, temporary noise impacts would occur from the use of stationary and mobile construction equipment and vehicles during construction. Project construction noise levels would fluctuate depending on the construction phase, equipment type, and quantity and duration of use. Noise levels associated with operation of the mobile concrete batch plant during the paving phase of construction would be approximately 83 decibels as measured at a distance of 50 feet. Peak noise levels during construction would likely result from the use of cold-planers to break up and remove the existing roadway and excavators to break up existing sidewalk and place materials into haul trucks. Noise levels associated with these activities could be up to 90 decibels and could affect nearby sensitive receptors. The proposed project would not result in a permanent increase in ground-borne vibrations. However, sensitive receptors in close proximity to construction activities may periodically notice ground-borne vibrations. Although the proposed project may periodically expose sensitive receptors to noise and vibration levels during construction that exceed established standards, noise and vibration impacts would be minimized through implementation of measures described in the ECR.

**Permits**

Proposed work activities would not require permits from the California Department of Fish and Wildlife and Army Corps of Engineers. A Categorical Waiver of Waste Discharge Requirements would be obtained from the North Coast Regional Water Quality Control Board (NCRWQCB) for work occurring over drainages. In addition, a NPDES Construction General Permit would be obtained from the NCRWQCB (the permit regulates the discharge of storm water runoff from construction sites). The potential use of a temporary mobile concrete batch plant would require the

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM  
Continuation Sheet**

<b>2/SIS/3 and 263</b>	<b>Variable</b>	<b>02-1H520</b>	<b>EFIS # 0217000009</b>
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

contractor to obtain an Authority to Construct and a Permit to Operate from the Siskiyou County Air Pollution Control District. Work occurring at the entrance to the Forest Service warehouse facility may require a Letter of Concurrence or Special Use Permit from the Forest Service.

**Consultation/Coordination**

Caltrans has performed a review of resource records and databases and consulted with applicable agencies and individuals. Additional coordination may be required for work on federal land.

**NEPA/CEQA RE-VALIDATION FORM**

DIST./CO./RTE.	2-SIS-3 and 263
PM/PM	Various
E.A. or Fed-Aid Project No.	02-1H520
Other Project No. (specify)	EFIS # 0217000009
PROJECT TITLE	Yreka Rehab
ENVIRONMENTAL APPROVAL TYPE	CEQA Initial Study with Proposed Negative Declaration and NEPA CE
DATE APPROVED	1/21/2020
REASON FOR CONSULTATION (23 CFR 771.129)	<i>Check reason for consultation:</i> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	<i>Briefly describe the changed conditions or new information on page 2. Append continuation sheet(s) as necessary. Include a revised Environmental Commitments Record (ECR) when applicable.</i>

**NEPA CONCLUSION - VALIDITY**

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

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No
- The original document or CE is no longer valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No   
 Supplemental environmental document is needed. Yes  No   
 New environmental document is needed. Yes  No  (If "Yes," specify type: \_\_\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief

Date

Signature: Project Manager/DLAE

Date

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

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

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

**CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief

Date

Signature: Project Manager/DLAE

Date

## NEPA/CEQA RE-VALIDATION FORM

### CONTINUATION SHEET(S)

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

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

The following changes were made to the NEPA CE following executive review of the draft project study report:

- Acres of right-of-way permanently acquired was increased from 1.04 acres to 1.5 acres.
- The number of working days was changed from 240 to 360 to 360, of which 360 days would require lane closures/traffic control
- Siskiyou Transit and General Express was spelled out "STAGE."
- Hazardous Materials SSP 63-4 was changed to 36-4.

The revised text used in the NEPA CE is provided below.

The California Department of Transportation (Caltrans), using State and federal funding, is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project includes the segment of State Route (SR) 3 from post mile R46.8 to R48.0 (this section of roadway has a post mile equation [L50.16 = R47.38]), Moonlit Oaks Avenue between SR 3 and Fairlane Road, and a section of SR 263 from post mile 49.1 to 49.4. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting.

The purpose of the project is to rehabilitate the existing pavement to current design standards; increase the service life of the roadway; improve rideability for motorists; improve safety for pedestrians, bicyclists, and motorists; provide a multi-modal facility; and establish system linkage. The pavement in this section of roadway has deteriorated to a condition that is considered a "Now Need". The pavement meets criteria for major rehabilitation in the Caltrans Pavement Management System (PaveM) and exhibits advanced load associated and fatigue cracking. The pavement International Roughness Index varies between 150 and 180 and is considered a fair to poor ride. Sidewalk widths vary between 2.5 feet and 6 feet, and cross slopes measure between 2 percent and 10 percent. Slopes of the gutters, ramps, and landings exceed the maximum allowable at multiple locations. In addition, there are no marked bikeways within the project limits, access to transit stops may be obstructed by parked cars, and the existing Type 9 bridge rail on the bridge (No. 02-0151) spanning Yreka Creek does not meet current standards.

The strategy is to reconstruct the roadway's structural section to meet current design standards and Americans with Disabilities Act (ADA) standards. The roadway between Oberlin Road and Broadway would be narrowed to improve pedestrian safety. Existing paved roadway shoulders would be widened to 8 feet at various locations in the northern portion of the project area. Most sidewalks, including approximately 90 curb ramps and 190 driveways, would be replaced throughout the downtown corridor.

Various utilities would be replaced, relocated, and/or protected in place. Water pipelines would be replaced or protected in place, propane pipelines would be relocated or replaced, and fiber optic/telephone/electrical lines may need to be relocated at some locations. Utility covers would be adjusted to grade and light poles would be relocated. Approximately 85 stormdrain culverts (totaling approximately 7,000 lineal feet) under the roadway would be replaced, repaired, or undergo maintenance (Table 1). In addition, approximately 14,000 lineal feet of stormdrain pipe and associated drainage inlets would be installed to accommodate the 10-year storm event. Actuated pedestrian signals would be installed at various crosswalks to meet current ADA standards, a closed-circuit television (CCTV) would be installed at the intersection of SR 3 and SR 263, and existing signal systems would be upgraded on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street.

Other improvements include designating Class II (striped bike lanes) and Class III (shared traveled way designated by share the road signs and/or pavement markings) bikeways (Table 2), marking county transit stops with painted curbs and signage (Table 3), and bringing the Yreka Creek bridge rail up to standard. Ramps and streets would be temporarily closed during construction and traffic detours would be provided. Trees and shrubs may be removed to accommodate widening of sidewalks, culvert replacements, and development of staging areas and disposal sites. Some fences may need to be relocated to accommodate the widening of sidewalks. The project area is divided into seven structural sections. The proposed improvements within each structural section and the approach to performing work in that section are summarized in Table 4.

**NEPA/CEQA RE-VALIDATION FORM**

**Table 1 Stormdrain Culverts to be Improved**

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements <sup>1</sup>
20034704734	SR 3	L47.34	2.5	433	Joint Sealing/Repair
20034704734	SR 3	L47.34	2.5	229	Joint Sealing/Repair
20034704734	SR 3	L47.34	2	142	Joint Sealing/Repair
20034704734	SR 3	L47.34	1.5	5	Replace
20034704734	SR 3	L47.34	2.5	135	Replace
20034704734	SR 3	L47.34	2.5	191	Replace
20034704734	SR 3	L47.34	2.5	5	Replace
20034704734	SR 3	L47.34	2.5	229	Replace
20034704734	SR 3	L47.34	2.5	230	Invert Repair
20034704734	SR 3	L47.34	2.5	207	Invert Repair
20034704734	SR 3	L47.34	2.5	87	Invert Repair
20034704734	SR 3	L47.34	1.5	30	Invert Repair
20030104744	SR 3	L47.44	2	98	Flush Sediment
20034704750	SR 3	L47.50	2	19	Invert Repair
20034704750	SR 3	L47.50	2	230	Invert Repair
20034704750	SR 3	L47.50	2	321	Invert Repair
20034704750	SR 3	L47.50	2	92	Invert Repair
20034704750	SR 3	L47.50	2	52	Invert Repair
20030104753	SR 3	L47.53	2	54	Replace
20030104753	SR 3	L47.53	2	53	Replace
20034104758	SR 3	L47.58	1.5	70	Flush Sediment
20034704770	SR 3	L47.70	2	80	Invert Repair
20034704770	SR 3	L47.70	2	48	Invert Repair
20034704770	SR 3	L47.70	2	83	Invert Repair
20030104777	SR 3	L47.77	2	186	Flush Sediment
20034704816	SR 3	L48.16	2	270	Replace
20034704816	SR 3	L48.16	2	472	Replace
20034704841	SR 3	L48.41	2		Replace
20034704841	SR 3	L48.41	2.5 x 1.5 Elliptical	64	Replace
20034704854	SR 3	L48.54	4.3 x 2.5 Box	50	Concrete Repair
20034704854	SR 3	L48.54	4.3 x 2.5 Box	7	Concrete Repair
20034704854	SR 3	L48.54	2		Replace
20034704872	SR 3	L48.72	2	220	Replace
20034704872	SR 3	L48.72	1.5	123	Replace
20034704872	SR 3	L48.72	1.5	67	Replace
20034704872	SR 3	L48.72	2	7	Replace
20034704883	SR 3	L48.83	1		Replace
20034704903	SR 3	L49.03	1.5		Replace
20034704905	SR 3	L49.05	1	164	Flush Sediment
20034704910	SR 3	L49.10	1.5		Culvert Barrel Lining
20034704910	SR 3	L49.10	1.5	45	Replace
20034704910	SR 3	L49.10	1.5	20	Replace
20034704910	SR 3	L49.10	1.5	60	Replace
20034704921	SR 3	L49.21	1.8	186	Replace
20034704921	SR 3	L49.21	1.5	32	Replace
20034704921	SR 3	L49.21	1.5	6	Replace
20034704921	SR 3	L49.21	1	9	Replace
20034704925	SR 3	L49.25	1.5	235	Replace
20034704925	SR 3	L49.25	1.5	50	Replace
20034704925	SR 3	L49.25	1.5	13	Replace
20034704925	SR 3	L49.25	1.5	57	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704925	SR 3	L49.25	1.5	27	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704941	SR 3	L49.41	1.5	25	Replace
20034704941	SR 3	L49.41	1.5		Replace
20034704941	SR 3	L49.41	1.5	15	Replace
20034704941	SR 3	L49.41	1.5	98	Replace
20034704941	SR 3	L49.41	1.5	24	Replace
20034704950	SR 3	L49.50	1.4		Replace
20034704950	SR 3	L49.50	0.7	23	Replace
20034704950	SR 3	L49.50	1.5	54	Replace
20034704956	SR 3	L49.56	1.5	45	Replace
20034704956	SR 3	L49.56	1.5	7	Flush Sediment
20034704956	SR 3	L49.56	1.5	6	Flush Sediment
20034704956	SR 3	L49.56	1.5	9	Flush Sediment

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20034704956	SR 3	L49.56	1.5	28	Flush Sediment
20034704965	SR 3	L49.65	7 x 3.5 Box	6	Debris Removal
20034704965	SR 3	L49.65	7 x 3 Box	76	Debris Removal
20034704965	SR 3	L49.65	8 x 3 Box	6	Debris Removal
20034704872	SR 3	L48.72	Unknown		Flush Sediment
20034704976	SR 3	L49.76	2 x 1 Elliptical	83	Replace
20034704976	SR 3	L49.76	1	63	Replace
20034704976	SR 3	L49.76	0.2 x 1	9	Replace
20034704976	SR 3	L49.76	1	58	Replace
20034704976	SR 3	L49.76	1	7	Replace
20034704976	SR 3	L49.76	1.5	228	Replace
20034704976	SR 3	L49.76	2	40	Replace a Section
20034704976	SR 3	L49.76	1	164	Flush Sediment
22634004910	SR 263	49.10	2	133	Flush Sediment
22634004910	SR 263	49.10	2	73	Flush Sediment
22634004910	SR 263	49.10	3	64	Invert Repair
22634004910	SR 263	49.10	3	170	Replace
22634004918	SR 263	49.18	2	10	Replace
22634004918	SR 263	49.18	2	76	Flush Sediment

<sup>1</sup> Stormdrain culverts identified for repair or maintenance may be replaced with a new culvert if extensive deterioration is evident; this would be determined by the contractor during construction.

**Table 2 Locations of Proposed Bikeways**

Route	Section	Proposed Bikeway	City of Yreka Goal	Meets City's Needs?
3	PM R46.8 (begin project) to Broadway Connection	Class II	Class III	Yes
3	Broadway Connection to SR 3/SR 263 Junction	Class III	Class III	Yes
3	SR 3/SR 263 Junction to PM 48.0 (end project)	Class II	Class III	Yes
263	SR 3/SR 263 Junction to PM 49.41 (end project)	Class II	Class II	Yes

**Table 3 Existing and Proposed Transit Stops**

Northbound/ Southbound	Location		Proposed/ Existing
	General	Description	
Northbound	Mt. Shasta Title	Between Bruce Street and Lawrence Street	Proposed
Northbound	Siskiyou County Human Services	Between Turre Street and Yreka Street	Proposed
Northbound	Pacific Power	At Lane Street	Proposed
Northbound	Yreka Motel	Between Yama Street and E Howard Street	Proposed
Northbound	Grocery Outlet	Between SR 263 and Yreka Creek Bridge	Existing
Southbound	J&D Diner	Between W Blake Street and Tebbe Street	Existing
Southbound	Car Quest	Between Yama Street and W Howard Street	Proposed
Southbound	Shop Smart (now vacant)	Between Turre Street and Yreka Street	Proposed
Southbound	Child Support Services	South of Lawrence Lane	Proposed

**Table 4 Structural Sections: Proposed Improvements and Work Strategy**

Section	County-Route-Post Mile Range	Location Description	Proposed Improvements	Work Strategy	
				Day/Night Work	Road/Sidewalk/Intersection/Ramp Closures
1	SIS-3-R46.8 to L47.3	On SR 3 from begin project	Utilities/stormdrains Driveways with rapid-set concrete	Day and night work	Half-width construction of road and sidewalks

**NEPA/CEQA RE-VALIDATION FORM**

		to Moonlit Oaks Avenue  On Moonlit Oaks Avenue from SR 3 to Fairlane Road	Concrete pavement roadway Upgrade signal systems		Two 55-hour closures (half-width construction) at the SR 3/Moonlit Oaks intersection  One 55-hour closure at the Moonlit Oaks/I-5 southbound on/off ramps  One 55-hour closure at the north half of the Moonlit Oaks/I-5 northbound onramp
2	SIS-3-L47.3 to L48.2	On SR 3 from Moonlit Oaks Avenue to Oberlin Road	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Upgrade signal systems	Day and night work	Half-width construction of road and sidewalks  Two 55-hour closures (half-width construction) at the SR 3/Oberlin Road intersection
3	SIS-3-L48.2 to L48.9	On SR 3 from Oberlin Road to Broadway Connection	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Roadway narrowing/traffic calming Bike lanes Marking STAGE transit stops Actuated pedestrian signals	Day and night work	Half-width construction of road and sidewalks
4	SIS-3-L48.9 to SIS-263-49.41	On SR 3 from Broadway Connection to SR 3/263 intersection  On SR 263 from SR 3/263 intersection to end project (SR 263)	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops Upgrade signal systems Install CCTV	Day work	Half-width construction of road and sidewalks
5	SIS-3-L49.9 to L50.0	On SR 3 from SR 3/263 intersection to begin of bridge at Yreka Creek	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops	Day and night work	Half-width construction of road and sidewalks
6	SIS-3-L50.0 to R47.6	On SR 3 from end of bridge at Yreka Creek to intersection at new truck stop	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Bike lanes	Day and night work	Half-width construction of road and sidewalks  One 55-hour full closure at the I-5 southbound offramp  Two 55-hour closures (half width construction) or one 55-hour full closure at the I-5 northbound and southbound onramps  Two 55-hour closures (half width construction) or one 55-hour full closure at the northbound I-5 offramp
7	SIS-3-R47.6 to R48.0	On SR 3 from intersection of at new truck	Utilities/stormdrains	Day work	Half-width construction of road

## NEPA/CEQA RE-VALIDATION FORM

stop to end  
project (SR 3)

Driveways with rapid-set  
concrete  
Hot-mix asphalt roadway  
Bike lanes

### **Borrow and Disposal Sites**

No borrow sites would be utilized. Construction of the project would generate approximately 40,000 cubic yards of asphalt grindings and other waste. Grindings and other construction debris would become property of the contractor and may be re-used onsite and/or disposed of at two disposal sites located within Caltrans' right-of-way along SR 3 approximately 3 miles southwest of Yreka. The 1.1-acre site at post mile 43.8 is located along the east side of the roadway and can accommodate approximately 31,500 cubic yards of material; the 1.1-acre site at post mile 41.0/41.5 is located along the west side of the roadway and can accommodate approximately 25,000 cubic yards of material. Both sites have not previously been utilized as a disposal site, therefore tree and shrub removal would be necessary to develop the sites for disposal purposes.

### **Staging/Stockpiling**

Staging/stockpiling would occur at three locations: a field west of the Raley's shopping center, a graveled turnout northwest of the intersection at Deer Creek Way, and on a City-owned parcel southeast of the intersection of 4H Way and Campus Drive. Concrete utilized during paving would be obtained from a temporary mobile concrete batch plant or from a local commercial supplier. If needed, the temporary mobile cement batch plant would be located at either the Caltrans maintenance yard in Yreka, between Interstate 5 and the northbound offramp at the intersection with SR 3, or between Interstate 5 and the northbound onramp at the intersection with County Road A12 near Grenada.

### **Right-of-Way**

The proposed work would occur within and outside Caltrans' right-of-way. Work on federal land would be limited to one location—the entrance at the Forest Service warehouse facility, which is located outside Caltrans' right-of-way. Work at this location may require a Letter of Concurrence or a Special Use Permit from the Forest Service. Construction of the project would require temporary construction easements on 153 properties, of which, 96 would also require partial acquisition of right-of-way. Approximately 1.5 acres of right-of-way would be permanently acquired. The staging/stockpiling areas are located outside of Caltrans' right-of-way and would require temporary construction easements. The locations where the mobile concrete batch plant may be sited are within Caltrans' right-of-way.

### **Transportation/Traffic**

Once built, the project would result in no adverse operational impacts to access and circulation for vehicles, bicyclists, and pedestrians. The addition of new bicycle lanes and ADA-compliant sidewalks is anticipated to reduce vehicle traffic and improve circulation for bicyclists and pedestrians. Upgrading existing signal systems, installation of actuated pedestrian signals at various crosswalks, and roadway narrowing/traffic calming between Oberlin Road and the Broadway Connection would improve pedestrian safety. Approximately 360 working days would be needed to complete the work, of which, approximately 360 days would require lane closures/traffic control. 55-hour closures on weekends would be required at some intersections to allow for concrete paving and cure times. These activities would impact vehicle traffic and bicyclists. In addition, the temporary closure of sidewalks during construction would impact pedestrians. Potential impacts to the traveling public may be slightly longer travel time due to traffic controls/detours during construction. The proposed project would not result in the loss of any existing designated parking spaces nor would it create new designated parking spaces. The work scope includes the use of rapid-set concrete, where feasible, to minimize the time that sidewalks and driveways that service businesses and residences would be closed during construction. Measures to be implemented to minimize potential impacts on traffic and transportation/pedestrian and bicycle facilities are described in the Environmental Commitments Record (ECR)

### **Public Services**

The proposed project would extend the useful life of public roadways within the project area. In addition, the proposed project would facilitate better access to two existing and seven proposed Siskiyou Transit and General Express (STAGE) stops within the project area by improving curbside space and restricting parking in front of bus loading areas by designating the space with painted curb, signs, or the like. Once built, the project would result in no adverse operational impacts on public services. During construction, travel time for various public transportation services may be slightly longer due to traffic controls/detours. In addition, transit stops may be temporarily closed during construction. The project would have a negligible impact on response time for emergency services (e.g., police, fire, and ambulance) as emergency service providers would not be subject to traffic controls/detours and alternate routes would be available. Measures to be implemented to minimize potential travel time for public transportation services and delays to response time for emergency services are described in the ECR.

## NEPA/CEQA RE-VALIDATION FORM

### Recreation

The proposed project would not impact any parks. However, construction of the project may temporarily affect access to the City of Yreka's recreational trail along Yreka Creek for trail users who utilize the trailhead along the east side of State Route 3 between Lawrence Avenue and Bruce Street. Access to this trail head could be affected up to two weeks while work is occurring in the immediate vicinity. Measures to be implemented to maintain access to this 4(f) resource during construction are described in the ECR.

### Hazardous Wastes

No Cortese sites are reported within the project area. However, the following hazardous wastes may be present within the project area: lead-contaminated soils, lead and chromium in thermoplastic striping, pollutants in treated wood posts, and asbestos on the Yreka Creek bridge. As described in the ECR, grindings associated with removal of yellow and white traffic striping would be removed and disposed of in accordance with Caltrans SSP 36-4. Any treated wood sign posts that would be removed would be disposed of in accordance with Caltrans SSP 14-11.14. A site investigation for aerially deposited lead and asbestos would be conducted to determine whether hazardous soils/asbestos are present and what actions, if any, would be required.

### Cultural Resources

Work at the intersection of SR 3 and West Miner Street would occur adjacent to the eastern boundary of the Third Street and Miner Historic District. As currently designed, the proposed project would not directly or indirectly affect any character-defining features of the Historic District; therefore, the undertaking would result in a finding of No Historic Properties Affected.

### Biological Resources

Construction of the project could introduce/spread invasive noxious weed species and disturb nesting migratory birds. No work is proposed in jurisdictional waters and no riparian habitat would be removed. Field surveys confirmed the presence of Yreka phlox at the disposal site at post mile 43.8. To avoid directly impacting Yreka phlox plants, the limits of the disposal site were modified to exclude the population of Yreka phlox plants. Avoidance/minimization measures to be implemented for protection of biological resources are included in the ECR.

### Air Quality

Because the project is not a capacity-increasing project, no long-term impacts on air quality resulting from operation of the project would occur. However, during construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, operation of a mobile concrete batch plant, and other construction-related activities. Dust and pollutant control measures to be implemented to protect air quality during construction are described in the ECR.

### Geology and Soils

Construction of the project, including use of staging areas and disposal sites, would disturb approximately 45 acres of soil. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, development of disposal sites, and use of staging areas would disturb soil and may result in the loss of a small amount of soil through deposition at disposal sites (most of the excavated material deposited at disposal sites would consist of asphalt grindings and other waste) or from erosion. Although some soils within the project area have the potential for expansion/contraction, any such limitations can be overcome through proper planning, design, and/or construction. During construction, standard BMPs would be implemented for erosion control, as described in the ECR.

### Water Quality/Hydrology

Construction activities that may impact hydrology and water quality include installation of approximately 14,000 lineal feet of new stormdrains to accommodate the 10-year storm event, maintenance/repair/replacement of approximately 85 existing stormdrain culverts (totaling approximately 7,000 lineal feet), replacement of the structural section of the roadway and adjacent sidewalks, relocation of utilities, and development of two disposal sites. Stormwater runoff entering new stormdrains would be redirected to the existing stormdrain system, which discharges to nearby Yreka Creek; stormwater runoff entering new stormdrains would be only minimally redirected and would continue to discharge to the same receiving waters. Replacement of the structural section of the roadway and adjacent sidewalks would involve replacing existing impervious surfaces with new impervious surfaces and adding approximately 0.48 acres of new impervious surface to the project area at locations where paved roadway shoulders are less than 8 feet in width and need additional pavement added to achieve 8-foot-wide paved shoulders. Post-construction stormwater flows would not exceed pre-construction stormwater flows and would not carry substantial amounts of polluted runoff above existing levels because the 0.48 acres of newly added impervious areas would be widely distributed throughout the northern portion of the project area. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, and development of disposal sites would expose native soil, which has the potential to degrade water quality onsite and offsite due to erosion and siltation. Measures to be implemented to avoid/minimize potential impacts to water quality during construction are described in the ECR.

The Location Hydraulic Study identified 10 locations within the project area that are subject to flooding. Three of these locations are within a mapped 100-year flood hazard area. However, the project would only minimally alter

## NEPA/CEQA RE-VALIDATION FORM

surface elevations within the mapped 100-year floodplain and would not result in a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).

### Noise

The proposed project would not increase capacity or involve the introduction of permanent noise-producing activities. However, temporary noise impacts would occur from the use of stationary and mobile construction equipment and vehicles during construction. Project construction noise levels would fluctuate depending on the construction phase, equipment type, and quantity and duration of use. Noise levels associated with operation of the mobile concrete batch plant during the paving phase of construction would be approximately 83 decibels as measured at a distance of 50 feet. Peak noise levels during construction would likely result from the use of cold-planers to break up and remove the existing roadway and excavators to break up existing sidewalk and place materials into haul trucks. Noise levels associated with these activities could be up to 90 decibels and could affect nearby sensitive receptors. The proposed project would not result in a permanent increase in ground-borne vibrations. However, sensitive receptors in close proximity to construction activities may periodically notice ground-borne vibrations. Although the proposed project may periodically expose sensitive receptors to noise and vibration levels during construction that exceed established standards, noise and vibration impacts would be minimized through implementation of measures described in the ECR.

### Permits

Proposed work activities would not require permits from the California Department of Fish and Wildlife and Army Corps of Engineers. A Categorical Waiver of Waste Discharge Requirements would be obtained from the North Coast Regional Water Quality Control Board (NCRWQCB) for work occurring over drainages. In addition, a NPDES Construction General Permit would be obtained from the NCRWQCB (the permit regulates the discharge of storm water runoff from construction sites). The potential use of a temporary mobile concrete batch plant would require the contractor to obtain an Authority to Construct and a Permit to Operate from the Siskiyou County Air Pollution Control District. Work occurring at the entrance to the Forest Service warehouse facility may require a Letter of Concurrence or Special Use Permit from the Forest Service.

### Consultation/Coordination

Caltrans has performed a review of resource records and databases and consulted with applicable agencies and individuals. Additional coordination may be required for work on federal land.

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

None

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

None

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

None

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

None

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

Hazardous waste SSP 63-4 was changed to SSP 36-4.

This is to confirm that Caltrans environmental staff have evaluated changes to the project description. The proposed changes would result in no additional physical change to the environment. Therefore, no sensitive environmental resources would be affected by the proposed changes to the project description.

# Yreka Rehab

SISKIYOU COUNTY, CALIFORNIA  
02-SIS-3 and 263-PM VAR  
EA 02-1H520  
EFIS 0217000009

## Initial Study and Negative Declaration



Prepared by the  
State of California, Department of Transportation  
Caltrans District 2  
1657 Riverside Drive, MS-30  
Redding, CA 96001

**March 19, 2020**

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# Yreka Rehab

## Initial Study and Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

STATE OF CALIFORNIA  
Department of Transportation

Approved By: \_\_\_\_\_ Date: \_\_\_\_\_

Wesley Stroud, Office Chief  
North Region Office of Environmental Management  
California Department of Transportation  
(530) 225-3510

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## Negative Declaration

Pursuant to: Division 13, California Public Resources Code

### Project Description

The California Department of Transportation (Caltrans), using state and federal funding, is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project includes the segment of State Route (SR) 3 from post mile R46.8 to R48.0 (this section of roadway has a post mile equation [L50.16 = R47.38]), Moonlit Oaks Avenue between SR 3 and Fairlane Road, and a section of SR 263 from post mile 49.1 to 49.4. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting.

The strategy is to reconstruct the roadway's structural section to meet current design standards and Americans with Disabilities Act (ADA) standards. The roadway between Oberlin Road and Broadway would be narrowed to improve pedestrian safety. Existing paved roadway shoulders would be widened to 8 feet at various locations in the northern portion of the project area. Most sidewalks, including approximately 90 curb ramps and 190 driveways, would be replaced throughout the downtown corridor.

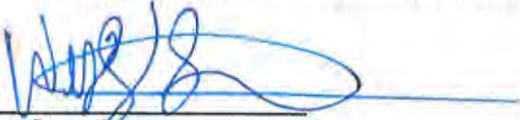
Various utilities would be replaced, relocated, and/or protected in place. Water pipelines would be replaced or protected in place, propane pipelines would be relocated or replaced, and fiber optic/telephone/electrical lines may need to be relocated at some locations. Utility covers would be adjusted to grade and light poles would be relocated. Approximately 85 stormdrain culverts (totaling approximately 7,000 lineal feet) under the roadway would be replaced, repaired, or undergo maintenance. In addition, approximately 14,000 lineal feet of stormdrain pipe and associated drainage inlets would be installed to accommodate the 10-year storm event. Actuated pedestrian signals would be installed at various crosswalks to meet current ADA standards, a closed-circuit television (CCTV) would be installed at the intersection of SR 3 and SR 263, and existing signal systems would be upgraded on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street

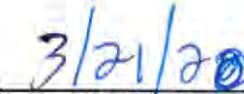
Other improvements include designating Class II (striped bike lanes) and Class III (shared traveled way designated by share the road signs and/or pavement markings) bikeways, marking county transit stops with painted curbs and signage, and bringing the Yreka Creek bridge rail up to standard.

### Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant impact to the environment for the following reasons:

- The project would not have a significant impact on the environment.
- Individual impacts would not have a cumulatively significant impact on the environment.
- No mitigation would be required (only avoidance/minimization measures would be implemented).

  
Wesley Stroud  
Office Chief  
North Region Office of Environmental Management  
California Department of Transportation

  
Date

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## List of Abbreviated Terms

AB	Assembly Bill
ADA	Americans with Disabilities Act
ARB	(California) Air Resources Board
BAU	Business-as-usual
BMPs	Best management practices
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CCTV	Closed-circuit television
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH <sub>4</sub>	Methane
CNDDB	California National Diversity Database
CO <sub>2</sub>	Carbon dioxide
CO	Carbon monoxide
CO-CAT	Coastal and Ocean Working Group of the California Climate Action Team
CTP	California Transportation Plan
DOT	Department of Transportation
EO	Executive Order
EPACT92	Energy Policy Act of 1992
ESA	Environmentally sensitive area
FAA	Federal Clean Air Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
HFC-134a	1,1,1,2-tetrafluoroethane
HFC-152a	Difluoroethane
HFC-23	Fluoroform
H <sub>2</sub> S	Hydrogen sulfide
IPCC	Intergovernmental Panel on Climate Change
I-5	Interstate 5
LCFS	Low Carbon Fuel Standard
MMTCO <sub>2</sub> e	Metric tons of carbon dioxide
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
N <sub>2</sub> O	Nitrous oxide
NCRWQCB	North Coast Regional Water Quality Control Board
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanic and Atmospheric Administration
NO <sub>x</sub>	Nitrogen oxides
N <sub>2</sub> O	Nitrous oxide
OPR	Office of Planning Research
OSTP	Office of Science and Technology Policy
O <sub>3</sub>	Ozone
Pb	Lead
PPM	Parts per million

PM	Post mile or particulate matter (air quality)
ROG	Reactive organic gas
RTP	Regional Transportation Plan
SB	Senate Bill
SCAPCD	Siskiyou County Air Pollution Control District
SCS	Sustainable Communities Strategy
SF <sub>6</sub>	Sulfur hexafluoride
SIP	State Implementation Plan
SLR	Sea-level rise
SO <sub>2</sub>	Sulfur dioxide
SO <sub>x</sub>	Sulfur oxides
SR	State Route
STAGE	Siskiyou Transit and General Express
SWPPP	Storm Water Pollution Prevention Plan
USDOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
VOCs	Volatile organic compounds
VMT	Vehicle miles traveled

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## Appendices

Appendix A Site Plan

Appendix B Public Comments Received and Responses to Comments

# Chapter 1. Proposed Project

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## **Project Title**

Yreka Rehab

## **Lead Agency Name and Address**

California Department of Transportation, District 2  
Office of Environmental Management, MS-30  
1657 Riverside Drive  
Redding, CA 96001

## **Contact Person and Phone Number**

Keith Pelfrey  
Caltrans Senior Environmental Planner  
Phone: (530) 225-2085  
Email: [keith.pelfrey@dot.ca.gov](mailto:keith.pelfrey@dot.ca.gov)

## **Project Location**

The proposed project is located in Siskiyou County on State Route (SR) 3 and SR 263, in the City of Yreka. The proposed project is located in township 45 north, range 7 west, sections 22, 27, and 34 on the United States Geological Survey's Yreka 7.5-minute quadrangle, and in township 45 north, range 7 west, and section 23 on the United States Geological Survey's Montague 7.5-minute quadrangle. Disposal sites required for the project are located in township 44 north, range 8 west, and section 11 on the United States Geological Survey's Yreka 7.5-minute quadrangle, and in township 44 north, range 7 west, and section 18 on the United States Geological Survey's Yreka 7.5-minute quadrangle. A project location map showing work locations and associated post miles is provided in Figure 1. An aerial photograph of the project area is provided in Figure 2.

## **Project Sponsor's Name and Address**

California Department of Transportation, District 2  
Office of Environmental Management  
1657 Riverside Drive, MS-30  
Redding, CA 96001

## **Purpose and Need**

The California Department of Transportation (Caltrans), using state and federal funding, is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project includes the segment of State Route (SR) 3 from post mile R46.8 to R48.0 (this section of roadway has a post mile equation [L50.16 = R47.38]), Moonlit Oaks Avenue between SR 3 and Fairlane Road, and a section of SR 263 from post mile 49.1 to 49.4. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting.

The purpose of the project is to rehabilitate the existing pavement to current design standards, increase the service life of the roadway, improve rideability for motorists, provide a multi-modal facility, establish system linkage, and improve safety for pedestrians, bicyclists, and motorists. The pavement in this section of roadway has deteriorated to a condition that is considered a “Now Need”. The pavement meets criteria for major rehabilitation in the Caltrans Pavement Management System (PaveM) and exhibits advanced load associated and fatigue cracking. The pavement International Roughness Index varies between 150 and 180 and is considered a fair to poor ride. Sidewalk widths vary between 2.5 feet and 6 feet, and cross slopes measure between 2 percent and 10 percent. Slopes of the gutters, ramps, and landings exceed the maximum allowable at multiple locations. In addition, there are no marked bikeways within the project limits, access to transit stops may be obstructed by parked cars, and the existing Type 9 bridge rail on the bridge (No. 02-0151) spanning Yreka Creek does not meet current standards.

## **Project Description**

The strategy is to reconstruct the roadway’s structural section to meet current design standards and Americans with Disabilities Act (ADA) standards. The roadway between Oberlin Road and Broadway would be narrowed to improve pedestrian safety. Existing paved roadway shoulders would be widened to 8 feet at various locations in the northern portion of the project area. Most sidewalks, including approximately 90 curb ramps and 190 driveways, would be replaced throughout the downtown corridor.

Various utilities would be replaced, relocated, and/or protected in place. Water pipelines would be replaced or protected in place, propane pipelines would be relocated or replaced, and fiber optic/telephone/electrical lines may need to be relocated at some locations. Utility covers would be adjusted to grade and light poles would be relocated. Approximately 85 stormdrain culverts (totaling approximately 7,000 lineal feet) under the roadway would be replaced, repaired, or undergo maintenance (Table 1). In addition, approximately 14,000 lineal feet of stormdrain pipe and associated drainage inlets would be installed to accommodate the 10-year storm event. Actuated pedestrian signals would be installed at various crosswalks to meet current ADA standards, a closed-circuit television (CCTV) would be installed at the intersection of SR 3 and SR 263, and existing signal systems would be upgraded on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street.

Other improvements include designating Class II (striped bike lanes) and Class III (shared traveled way designated by share the road signs and/or pavement markings) bikeways (Table 2), marking county transit stops with painted curbs and signage (Table 3), and bringing the Yreka Creek bridge rail up to standard. Ramps and streets would be temporarily closed during construction and traffic detours would be provided. Trees and shrubs may be removed to accommodate widening of sidewalks, culvert replacements, and development of staging areas and disposal sites. Some fences may need to be relocated to accommodate the widening of sidewalks. The project area is divided into seven structural sections. The proposed improvements within each structural section and the approach to performing work in that section are summarized in Table 4.

**Table 1 Stormdrain Culverts to be Improved**

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements <sup>1</sup>
20034704734	SR 3	L47.34	2.5	433	Joint Sealing/Repair
20034704734	SR 3	L47.34	2.5	229	Joint Sealing/Repair
20034704734	SR 3	L47.34	2	142	Joint Sealing/Repair
20034704734	SR 3	L47.34	1.5	5	Replace
20034704734	SR 3	L47.34	2.5	135	Replace
20034704734	SR 3	L47.34	2.5	191	Replace
20034704734	SR 3	L47.34	2.5	5	Replace
20034704734	SR 3	L47.34	2.5	229	Replace
20034704734	SR 3	L47.34	2.5	230	Invert Repair
20034704734	SR 3	L47.34	2.5	207	Invert Repair
20034704734	SR 3	L47.34	2.5	87	Invert Repair
20034704734	SR 3	L47.34	1.5	30	Invert Repair
20030104744	SR 3	L47.44	2	98	Flush Sediment
20034704750	SR 3	L47.50	2	19	Invert Repair
20034704750	SR 3	L47.50	2	230	Invert Repair
20034704750	SR 3	L47.50	2	321	Invert Repair
20034704750	SR 3	L47.50	2	92	Invert Repair
20034704750	SR 3	L47.50	2	52	Invert Repair
20030104753	SR 3	L47.53	2	54	Replace
20030104753	SR 3	L47.53	2	53	Replace
20034104758	SR 3	L47.58	1.5	70	Flush Sediment
20034704770	SR 3	L47.70	2	80	Invert Repair
20034704770	SR 3	L47.70	2	48	Invert Repair
20034704770	SR 3	L47.70	2	83	Invert Repair
20030104777	SR 3	L47.77	2	186	Flush Sediment
20034704816	SR 3	L48.16	2	270	Replace
20034704816	SR 3	L48.16	2	472	Replace
20034704841	SR 3	L48.41	2		Replace
20034704841	SR 3	L48.41	2.5 x 1.5 Elliptical	64	Replace
20034704854	SR 3	L48.54	4.3 x 2.5 Box	50	Concrete Repair
20034704854	SR 3	L48.54	4.3 x 2.5 Box	7	Concrete Repair
20034704854	SR 3	L48.54	2		Replace
20034704872	SR 3	L48.72	2	220	Replace
20034704872	SR 3	L48.72	1.5	123	Replace
20034704872	SR 3	L48.72	1.5	67	Replace
20034704872	SR 3	L48.72	2	7	Replace
20034704883	SR 3	L48.83	1		Replace
20034704903	SR 3	L49.03	1.5		Replace
20034704905	SR 3	L49.05	1	164	Flush Sediment

**Table 1 Stormdrain Culverts to be Improved**

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements <sup>1</sup>
20034704910	SR 3	L49.10	1.5		Culvert Barrel Lining
20034704910	SR 3	L49.10	1.5	45	Replace
20034704910	SR 3	L49.10	1.5	20	Replace
20034704910	SR 3	L49.10	1.5	60	Replace
20034704921	SR 3	L49.21	1.8	186	Replace
20034704921	SR 3	L49.21	1.5	32	Replace
20034704921	SR 3	L49.21	1.5	6	Replace
20034704921	SR 3	L49.21	1	9	Replace
20034704925	SR 3	L49.25	1.5	235	Replace
20034704925	SR 3	L49.25	1.5	50	Replace
20034704925	SR 3	L49.25	1.5	13	Replace
20034704925	SR 3	L49.25	1.5	57	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704925	SR 3	L49.25	1.5	27	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704941	SR 3	L49.41	1.5	25	Replace
20034704941	SR 3	L49.41	1.5		Replace
20034704941	SR 3	L49.41	1.5	15	Replace
20034704941	SR 3	L49.41	1.5	98	Replace
20034704941	SR 3	L49.41	1.5	24	Replace
20034704950	SR 3	L49.50	1.4		Replace
20034704950	SR 3	L49.50	0.7	23	Replace
20034704950	SR 3	L49.50	1.5	54	Replace
20034704956	SR 3	L49.56	1.5	45	Replace
20034704956	SR 3	L49.56	1.5	7	Flush Sediment
20034704956	SR 3	L49.56	1.5	6	Flush Sediment
20034704956	SR 3	L49.56	1.5	9	Flush Sediment
20034704956	SR 3	L49.56	1.5	28	Flush Sediment
20034704965	SR 3	L49.65	7 x 3.5 Box	6	Debris Removal
20034704965	SR 3	L49.65	7 x 3 Box	76	Debris Removal
20034704965	SR 3	L49.65	8 x 3 Box	6	Debris Removal
20034704872	SR 3	L48.72	Unknown		Flush Sediment
20034704976	SR 3	L49.76	2 x 1 Elliptical	83	Replace
20034704976	SR 3	L49.76	1	63	Replace
20034704976	SR 3	L49.76	0.2 x 1	9	Replace
20034704976	SR 3	L49.76	1	58	Replace
20034704976	SR 3	L49.76	1	7	Replace
20034704976	SR 3	L49.76	1.5	228	Replace
20034704976	SR 3	L49.76	2	40	Replace a Section
20034704976	SR 3	L49.76	1	164	Flush Sediment

**Table 1 Stormdrain Culverts to be Improved**

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements <sup>1</sup>
22634004910	SR 263	49.10	2	133	Flush Sediment
22634004910	SR 263	49.10	2	73	Flush Sediment
22634004910	SR 263	49.10	3	64	Invert Repair
22634004910	SR 263	49.10	3	170	Replace
22634004918	SR 263	49.18	2	10	Replace
22634004918	SR 263	49.18	2	76	Flush Sediment

<sup>1</sup> Stormdrain culverts identified for repair or maintenance may be replaced with a new culvert if extensive deterioration is evident; this would be determined by the contractor during construction.

**Table 2 Locations of Proposed Bikeways**

Route	Section	Proposed Bikeway	City of Yreka Goal	Meets City's Needs?
3	PM R46.8 (begin project) to Broadway Connection	Class II	Class III	Yes
3	Broadway Connection to SR 3/SR 263 Junction	Class III	Class III	Yes
3	SR 3/SR 263 Junction to PM 48.0 (end project)	Class II	Class III	Yes
263	SR 3/SR 263 Junction to PM 49.41 (end project)	Class II	Class II	Yes

**Table 3 Existing and Proposed Transit Stops**

Northbound/ Southbound	Location		Proposed/ Existing
	General	Description	
Northbound	Mt. Shasta Title	Between Bruce Street and Lawrence Street	Proposed
Northbound	Siskiyou County Human Services	Between Turre Street and Yreka Street	Proposed
Northbound	Pacific Power	At Lane Street	Proposed
Northbound	Yreka Motel	Between Yama Street and E Howard Street	Proposed
Northbound	Grocery Outlet	Between SR 263 and Yreka Creek Bridge	Existing
Southbound	J&D Diner	Between W Blake Street and Tebbe Street	Existing
Southbound	Car Quest	Between Yama Street and W Howard Street	Proposed
Southbound	Shop Smart (now vacant)	Between Turre Street and Yreka Street	Proposed
Southbound	Child Support Services	South of Lawrence Lane	Proposed

**Table 4 Structural Sections: Proposed Improvements and Work Strategy**

Section	County-Route-Post Mile Range	Location Description	Proposed Improvements	Work Strategy	
				Day/Night Work	Road/Sidewalk/Intersection/Ramp Closures
1	SIS-3-R46.8 to L47.3	Beginning of project to Moonlit Oaks Avenue, on Moonlit Oaks Avenue from SR 3 to Fairlane Road, and the I-5 on/off ramps at Moonlit Oaks Avenue	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Upgrade signal systems	Day and night work	Half-width construction of road and sidewalks  Two 55-hour closures (half-width construction) at the SR 3/Moonlit Oaks intersection  One 55-hour closure at the Moonlit Oaks/I-5 southbound on/off ramps  One 55-hour closure at the north half of the Moonlit Oaks/I-5 northbound onramp
2	SIS-3-L47.3 to L48.2	On SR 3 from Moonlit Oaks Avenue to Oberlin Road	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Upgrade signal systems	Day and night work	Half-width construction of road and sidewalks  Two 55-hour closures (half-width construction) at the SR 3/Oberlin Road intersection
3	SIS-3-L48.2 to L48.9	On SR 3 from Oberlin Road to Broadway Connection	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Roadway narrowing/traffic calming Bike lanes Marking STAGE transit stops Actuated pedestrian signals	Day and night work	Half-width construction of road and sidewalks
4	SIS-3-L48.9 to SIS-3-L49.9	On SR 3 from Broadway Connection to SR 263 intersection	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops Upgrade signal systems Install CCTV	Day work	Half-width construction of road and sidewalks
5	SIS-3-L49.9 to L50.0 & SIS-263-49.1 to 49.4	On SR 3 from SR 263 intersection to begin bridge at Yreka Creek and on SR 263 from SR 3 intersection to the end of the project (SR 263)	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops	Day and night work	Half-width construction of road and sidewalks

**Table 4 Structural Sections: Proposed Improvements and Work Strategy**

Section	County-Route-Post Mile Range	Location Description	Proposed Improvements	Work Strategy	
				Day/Night Work	Road/Sidewalk/Intersection/Ramp Closures
6	SIS-3-L50.0 to R47.6	On SR 3 from end of bridge at Yreka Creek to the unnamed intersection near Holiday Inn, and the I-5 on/off ramps at SR 3	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Bike lanes	Day and night work	Half-width construction of road and sidewalks
					One 55-hour full closure at the I-5 southbound offramp
					Two 55-hour closures (half width construction) or one 55-hour full closure at the I-5 northbound and southbound onramps
					Two 55-hour closures (half width construction) or one 55-hour full closure at the northbound I-5 offramp
7	SIS-3-R47.6 to R48.0	On SR 3 from the unnamed intersection near Holiday Inn to the end of project (SR 3)	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes	Day work	Half-width construction of road

**Borrow and Disposal Sites**

No borrow sites would be utilized. Construction of the project would generate approximately 40,000 cubic yards of asphalt grindings and other waste. Grindings and other construction debris would become property of the contractor and may be reused onsite and/or disposed of at two disposal sites located within Caltrans’ right-of-way along SR 3 approximately 3 miles southwest of Yreka. The 1.1-acre site at post mile 43.8 is located along the east side of the roadway and can accommodate approximately 31,500 cubic yards of material; the 1.1-acre site at post mile 41.0/41.5 is located along the west side of the roadway and can accommodate approximately 25,000 cubic yards of material. Both sites have not previously been utilized as a disposal site, therefore tree and shrub removal would be necessary to develop the sites for disposal purposes.

**Staging/Stockpiling**

Staging/stockpiling would occur at three locations: a field west of the Raley’s shopping center, a graveled turnout northwest of the intersection at Deer Creek Way, and on a City-owned parcel southeast of the intersection of 4H Way and Campus Drive. Concrete utilized during paving would be obtained from a temporary mobile concrete batch plant or from a local commercial supplier. If needed, the temporary mobile cement batch plant would be located at either the Caltrans maintenance yard in Yreka, between Interstate 5 and the northbound offramp at the intersection with SR 3, or between Interstate 5 and the northbound onramp at the intersection with County Road A12 near Grenada.

### Right-of-Way

The proposed work would occur within and outside Caltrans' right-of-way. Work on federal land would be limited to one location—the entrance at the Forest Service warehouse facility, which is located outside Caltrans' right-of-way. Work at this location may require a Letter of Concurrence or a Special Use Permit from the Forest Service. Construction of the project would require temporary construction easements on 153 properties, of which, 96 would also require partial acquisition of right-of-way. Approximately 1.5 acres of right-of-way would be permanently acquired. The staging/stockpiling areas are located outside of Caltrans' right-of-way and would require temporary construction easements. The locations where the mobile concrete batch plant may be sited are within Caltrans' right-of-way.

### Schedule

Approximately 360 working days would be needed to complete the work, which is scheduled from April 1, 2022 through November 1, 2024. A site plan is provided in Appendix A.

## **Project Alternatives**

Two project alternatives, one of which is a No-Build Alternative, were developed as potential solutions to address the purpose and need for the proposed project. Alternative 1, the Build Alternative, is the preferred alternative as it meets the project purpose and need. Alternative 2, the No-Build Alternative, was rejected because it does not meet the project purpose and need. Without the proposed improvements, assets in fair to poor condition would continue to deteriorate and would not provide a traversable corridor to all types of transportation users.

## **Permits and Approvals**

Proposed work activities would not require permits from the California Department of Fish and Wildlife and Army Corps of Engineers. A Categorical Waiver of Waste Discharge Requirements would be obtained from the North Coast Regional Water Quality Control Board (NCRWQCB) for work occurring over drainages. In addition, a Notice of Intent would be filed to obtain coverage under the NPDES General Construction Permit (the permit regulates the discharge of storm water runoff from construction sites). The potential use of a temporary mobile concrete batch plant would require the contractor to obtain an Authority to Construct and a Permit to Operate from the Siskiyou County Air Pollution Control District (SCAPCD). Work occurring at the entrance to the Forest Service warehouse facility may require a Letter of Concurrence or Special Use Permit from the Forest Service. Permits required for the project are summarized in Table 5.

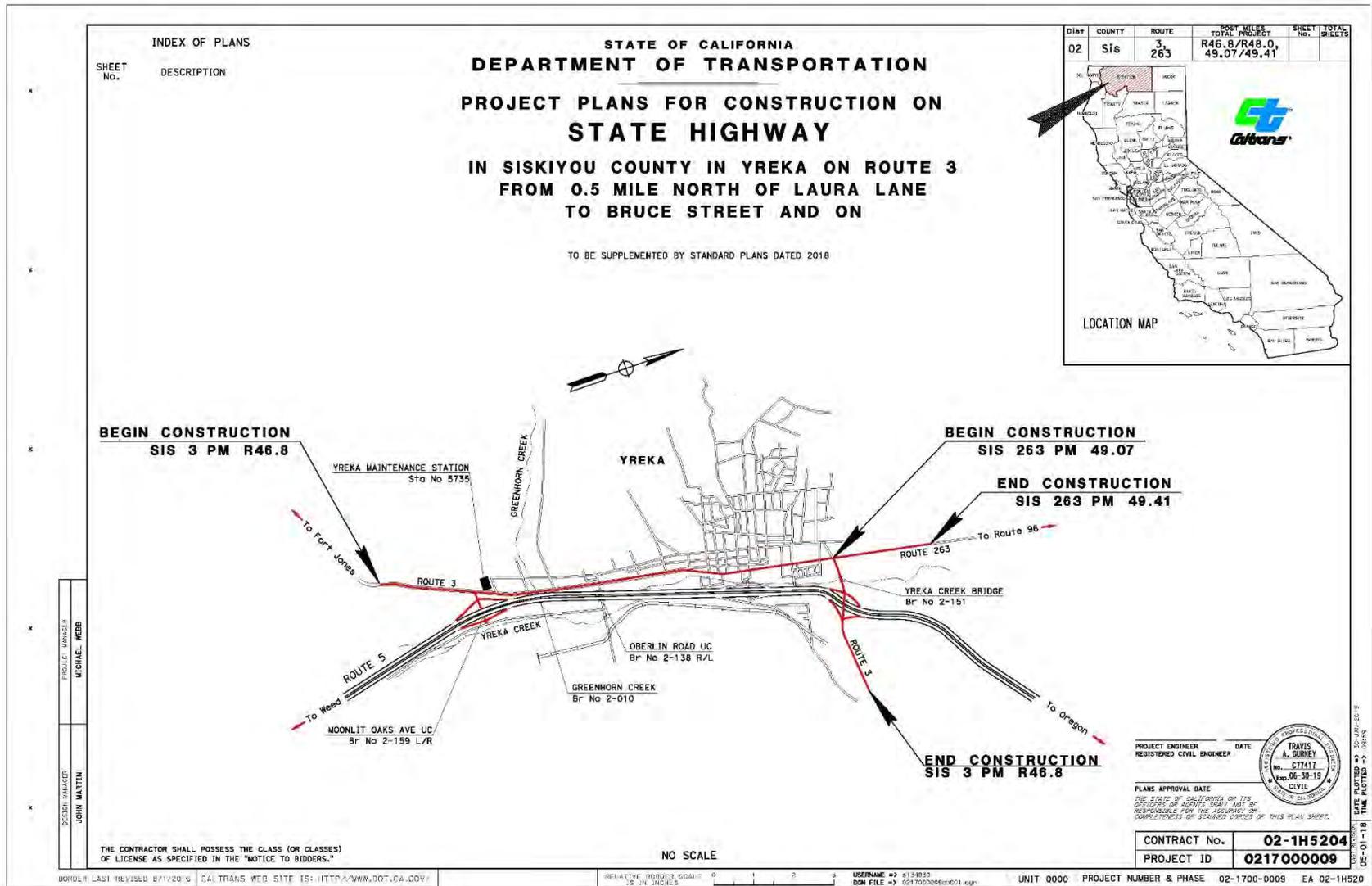
## **Public Review**

A public meeting was held on February 19, 2020, in Yreka to inform the local community about the proposed project and to receive comments. In addition, the draft Initial Study was circulated for public review from February 14, 2020, to March 14, 2020. Comments received during the public review period and responses to comments are included in Appendix B.

**Table 5 Permit Requirements**

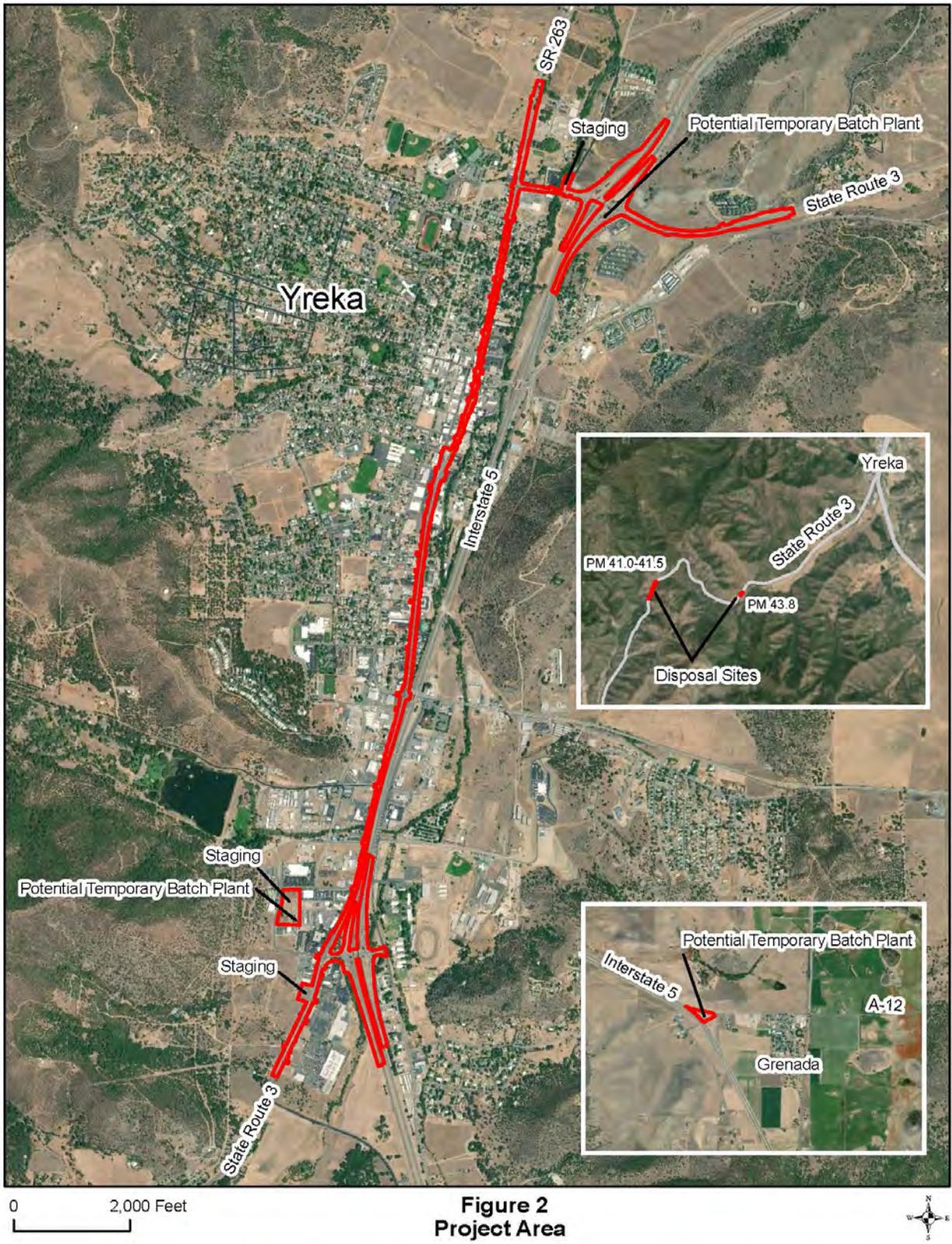
Agency	Permit Type
NCRWQCB	Clean Water Act Section 401 Categorical Waiver of Waste Discharge Requirements  A Notice of Intent would be filed to obtain coverage under the NPDES General Construction Permit. A storm water pollution prevention plan (SWPPP) would be prepared in accordance with Caltrans Standard Specifications for Water Pollution Control (California Department of Transportation 2018a)
SCAPCD	Authority to Construct and a Permit to Operate
US Forest Service	Letter of Concurrence or Special Use Permit

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**Figure 1  
Project Location Map**

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**Figure 2**  
**Project Area**

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**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

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

**DETERMINATION:**

On the basis of this initial evaluation:

<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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## Chapter 2. CEQA Environmental Checklist

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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
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**I. AESTHETICS:** Except as provided in Public Resources Code Section 21099, 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

- a) Scenic vistas are expansive views of highly valued landscapes from publicly accessible viewpoints. The proposed project would not have a substantial adverse effect on any scenic vistas. Therefore, there would be no impact.
- b) Roadways within the project area are not designated as scenic highways (California Department of Transportation 2011). Therefore, there would be no impact.
- c) The proposed project is located in an urban setting and would comply with all applicable zoning and other regulations governing scenic quality. Once constructed, the project would improve the overall appearance of the roadway and sidewalks throughout the project area. Therefore, there would be no impact.
- d) The proposed project includes installation of actuated pedestrian signals at various crosswalks to meet current ADA standards and upgrading existing signal systems on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street. However, the proposed project does not include the use of new lighting or highly reflective surfaces, which could potentially adversely affect daytime and/or nighttime views in the area. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on aesthetics.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**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"/>

- a) There is no prime farmland, unique farmland, or farmland of statewide importance in the project area (California Department of Conservation 2019a). Therefore, there would be no impact.
- b-c) There are no properties within the project area that are enrolled under a Williamson Contract. The nearest property enrolled under a Williamson Act contract is approximately one mile east of the project (California Department of Conservation 2019b). However, the property is well outside of the project area and would not be affected by the proposed project. There are no timberlands within the City of Yreka (City of Yreka 2003). The proposed project would not conflict with existing zoning for agricultural use or conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned *Timberland Production*. Therefore, there would be no impact.
- d) The proposed project would not result in the loss of forest land or convert forest land to a non-forest use. Therefore, there would be no impact.
- e) The proposed project would not 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. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on agriculture and forest resources.

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 district 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) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See Section 3.1: Air Quality

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**IV. BIOLOGICAL RESOURCES:** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (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"/>
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 checked="" type="checkbox"/>	<input 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"/>

See Section 3.2: Biological Resources

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**V. CULTURAL RESOURCES:** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See Section 3.3: Cultural Resources

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**VI. ENERGY:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) Once constructed, the project may contribute to roadway improvement that would improve the fuel economy of vehicles. Construction-related energy consumption would be temporary and is unlikely to increase direct energy consumption through increased fuel usage. Therefore, the proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.
- b) The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on energy resources.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**VII. GEOLOGY AND SOILS:** Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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 checked="" type="checkbox"/>	<input 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"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
f) 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"/>

See Section 3.4: Geology and Soils

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**VIII. GREENHOUSE GAS EMISSIONS:** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

See Section 3.5: Greenhouse Gas Emissions

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**IX. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it 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. The proposed project is located within a primarily urban environment existing hazardous wastes/substances may be present in the project area. In addition, hazardous wastes/toxic substances could be released during construction as a result of spills and/or leaks. Any spills and/or leaks during construction would be cleaned promptly. Grindings associated with removal of yellow and white traffic striping would be removed and disposed of in accordance with Caltrans SSP 36-4. Any treated wood sign posts that would be removed would be disposed of in accordance with Caltrans SSP 14-11.14. Prior to initiating ground-disturbing activities and bridge work, a site investigation for aerially deposited lead and asbestos would be conducted to determine whether hazardous soils/asbestos are present and what actions, if any, would be required. If hazardous materials are present and remediation is required, Caltrans would coordinate with the California Environmental Protection Agency to provide oversight. Therefore, it is expected that there would be no impact.

c) Several schools are located within a 1/4-mile radius of the proposed project. However, the proposed project would not generate hazardous emissions or handle hazardous or acutely hazardous materials or substances. Therefore, there would be no impact.

d) No Cortese sites (sites which are known to contain hazardous wastes or substances) have been identified within the project area (California Department of Transportation 2019a). Therefore, there would be no impact.

e) The proposed project is not located within two miles of a public airport (the nearest public airport is the Montague-Yreka Airport, located 3.5 miles to the east in the community of Montague). Airport operations would not expose construction workers to a safety hazard or excessive noise. Therefore, there would be no impact.

f) The proposed project would not impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. During construction, alternate evacuation and emergency response routes would be available if needed and controlled traffic would be allowed to transit around work areas. Therefore, there would be no impact.

g) The proposed project does not expose people or structures to additional risk of loss, injury, or death as a result of wildfire by using the existing highway. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on hazards and hazardous materials.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**X. HYDROLOGY AND WATER QUALITY:** Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See Section 3.6: Hydrology and Water Quality

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XI. 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) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a) The proposed project is located within the City of Yreka. However, construction of the project would not physically divide an established community. Therefore, there would be no impact.
- b) Review of the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003) found that existing land use designations within and adjacent to the project area include a mix of General Commercial (GC), Open Space (O), Historic Downtown (HD), Industrial (I), and High Density Residential (HDR). The proposed project would not affect existing land uses nor would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, and/or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on land use and planning.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XII. 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"/>

a-b) A mineral resource is land on which deposits of commercially viable minerals or aggregate deposits exist. The *Siskiyou County General Plan* (Siskiyou County 2019) and the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003) do not identify any specific areas of mineral resources to be protected. Because the proposed project would not result in a change in land use patterns, there would be no loss of availability of a known mineral resource of economic value. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on mineral resources.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XIII. NOISE:** Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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"/>

See Section 3.7: Noise

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XIV. POPULATION AND HOUSING:** Would the project:

a) Induce substantial unplanned 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)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

- a) The proposed project would not induce population growth, either directly or indirectly. Therefore, there would be no impact.
- b) The proposed project would not displace any existing housing or people, necessitating the construction of replacement housing elsewhere. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on population and housing.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XV. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

See Section 3.8: Public Services

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XVI. 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 checked="" type="checkbox"/>	<input type="checkbox"/>

See Section 3.9: Recreation

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XVII. TRANSPORTATION:** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially increase hazards due to a geometric 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"/> |
| d) Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

See Section 3.10: Transportation

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XVIII. TRIBAL CULTURAL RESOURCES:** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a-b) Assembly Bill (AB) 52 (Chapter 532, California Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA review process and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code 21084.2). Caltrans contacted the following tribes to inform them of the project and request their participation: Shasta Indian Nation, Karuk Tribe, Quartz Valley Indian Community, Klamath Tribe, and Shasta Nation. Currently, there are no tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, or determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 within the project area.

Given the above findings, the proposed project would have no impact on tribal cultural resources.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XIX. UTILITIES AND SERVICE SYSTEMS:** Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See Section 3.11: Utilities and Service Systems

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XX. WILDFIRE:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) The proposed project does not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, there would be no impact.
- b) The proposed project does not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, there would be no impact.
- c) The proposed project does not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment. Therefore, there would be no impact.
- d) The proposed project does not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact with regard to wildfire risk.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

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## Chapter 3. Discussion of Environmental Impacts

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### 3.1 Air Quality

#### Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM<sub>10</sub>) and particles of 2.5 micrometers and smaller (PM<sub>2.5</sub>)—and sulfur dioxide (SO<sub>2</sub>). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H<sub>2</sub>S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition. Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

#### *Conformity*

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and in some areas (although not in California), sulfur dioxide (SO<sub>2</sub>). California has nonattainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO<sub>2</sub>, and also has a nonattainment area for

lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope<sup>1</sup> that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

### **Affected Environment**

The project is located in far northern California. The climate in the project vicinity is characterized by warm summers and wet winters with occasional snowfall. The average annual precipitation recorded in Yreka between 1893 and 2016 is 18.52 inches (Western Regional Climate Center 2019). Wind direction and strength varies seasonally in the project vicinity. In spring, prevailing winds are generally from the northwest. In winter, Pacific storms moving westward across northern California bring strong winds to the area. Inversion layers, which are common in winter, occur when a layer of warm air overlies a layer of dense cold air and prevents atmospheric mixing. If the trapped cold air contains large quantities of pollutants, air quality can be substantially impaired.

The project is located in the Northeast Plateau Air Basin and is within the jurisdiction of the SCAPCD and the ARB. The SCAPCD is the primary agency responsible for preparing the Air Quality Management Plan in cooperation with local governments and the private sector. The Air Quality Management Plan provides the framework for meeting state and federal ambient air quality standards.

The project is located in an attainment/unclassified area for all current NAAQS. Therefore, conformity requirements do not apply. Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis ([40 CFR 93.123\(c\)\(5\)](#)). With regard to state air quality standards, the project is located in an attainment or unclassified area for all

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<sup>1</sup> "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.

criteria pollutants. The project area attainment status of state and federal criterial air pollutants is shown in Table 6.

**Table 6 State and Federal Criteria Air Pollutant Standards, Effects, and Sources**

Pollutant	Averaging Time	State <sup>1</sup> Standard	Federal <sup>2</sup> Standard	Principal Health and Atmospheric Effects	Typical Sources	State Project Area Attainment Status	Federal Project Area Attainment Status
Ozone (O <sub>3</sub> ) <sup>3</sup>	1 hour	0.09 ppm <sup>4</sup>	---	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NO <sub>x</sub> ) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.	Attainment	---
	8 hours	0.070 ppm	0.070 ppm (4 <sup>th</sup> highest in 3 years)			Attainment	Unclassified/Attainment
Carbon Monoxide (CO) <sup>5</sup>	1 hour	20 ppm	35 ppm	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.	Unclassified	Unclassified/Attainment
	8 hours	9.0 ppm	9 ppm			Unclassified	Unclassified/Attainment
	8 hours (Lake Tahoe)	6 ppm	---			Unclassified	---
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>6</sup>	24 hours	50 µg/m <sup>3</sup> <sup>7</sup>	150 µg/m <sup>3</sup> (expected number of days above standard < or equal to 1)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic & other aerosol and solid compounds are part of PM <sub>10</sub> .	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.	Attainment	Unclassified
	Annual	20 µg/m <sup>3</sup>	--- <sup>7</sup>			Attainment	---
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>8</sup>	24 hours	---	35 µg/m <sup>3</sup>	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and	Combustion including motor vehicles, other mobile sources, and industrial activities;	---	---
	Annual	12 µg/m <sup>3</sup>	12.0 µg/m <sup>3</sup>			Attainment	Unclassified/Attainment

				produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM2.5 size range. Many toxic & other aerosol and solid compounds are part of PM2.5.	residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO <sub>x</sub> , sulfur oxides (SO <sub>x</sub> ), ammonia, and ROG.		
Nitrogen Dioxide (NO <sub>2</sub> )	1 hour	0.18 ppm	0.100 ppm <sup>9</sup>	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the “NO <sub>x</sub> ” group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.	Attainment	Unclassified/Attainment
	Annual	0.030 ppm	0.053 ppm			Attainment	Unclassified/Attainment
Sulfur Dioxide (SO <sub>2</sub> ) <sup>10</sup>	1 hour	0.25 ppm	0.075 ppm (99 <sup>th</sup> percentile over 3 years)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.	Attainment	Unclassified/Attainment
	3 hours	---	0.5 ppm <sup>11</sup>			---	Unclassified/Attainment
	24 hours	0.04 ppm	0.14 ppm (for certain areas)			Attainment	Unclassified/Attainment
	Annual	---	0.030 ppm (for certain areas)			---	Unclassified/Attainment
Lead (Pb) <sup>12</sup>	Monthly	1.5 µg/m <sup>3</sup>	---	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.	Attainment	---
	Calendar Quarter	---	1.5 µg/m <sup>3</sup> (for certain areas)			---	Unclassified/Attainment
	Rolling 3-month average	---	0.15 µg/m <sup>3</sup> <sup>13</sup>			---	Unclassified/Attainment
Sulfates	24 hours	25 µg/m <sup>3</sup>	---	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.	Attainment	N/A
Hydrogen Sulfide (H <sub>2</sub> S)	1 hour	0.03 ppm	---	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like	Unclassified	N/A

					volcanic areas and hot springs.		
Visibility Reducing Particles (VRP) <sup>14</sup>	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70%	---	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.	Unclassified	N/A
Vinyl Chloride <sup>12</sup>	24 hours	0.01 ppm	---	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes	Not indicated on the California ARB website	N/A

<sup>1</sup> California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

<sup>2</sup> Federal standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S.EPA for further clarification and current national policies.

<sup>3</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. Transportation conformity applies in newly designated nonattainment areas for the 2015 national 8-hour ozone primary and secondary standards on and after August 4<sup>th</sup>, 2019 (see [Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas](#)).

<sup>4</sup> ppm = parts per million

<sup>5</sup> Transportation conformity requirements for CO no longer apply after June 1, 2018 for the following California Carbon Monoxide Maintenance Areas (see [U.S. EPA CO Maintenance Letter](#)).

<sup>6</sup> On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m<sup>3</sup> to 12 µg/m<sup>3</sup>. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

<sup>7</sup> µg/m<sup>3</sup> = micrograms per cubic meter

<sup>8</sup> The 65 µg/m<sup>3</sup> PM2.5 (24-hr) NAAQS was not revoked when the 35 µg/m<sup>3</sup> NAAQS was promulgated in 2006. The 15 µg/m<sup>3</sup> annual PM2.5 standard was not revoked when the 12 µg/m<sup>3</sup> standard was promulgated in 2012. Therefore, for areas designated nonattainment or nonattainment/maintenance for the 1997 and or 2006 PM2.5 NAAQS, conformity requirements still apply until the NAAQS are fully revoked.

<sup>9</sup> Final 1-hour NO<sub>2</sub> NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause re-designation to nonattainment in some areas after 2016.

<sup>10</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99<sup>th</sup> percentile of the 1-hour daily maximum concentrations at each site must not exceed 75ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect

until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

<sup>11</sup> Secondary standard, the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.

<sup>12</sup> The ARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM10 and, in larger proportion, PM2.5. Both the ARB and U.S. EPA have identified lead and various organic compounds that are precursors to ozone and PM2.5 as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.

<sup>13</sup> Lead NAAQS are not considered in Transportation Conformity analysis.

<sup>14</sup> In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

In air quality studies, sensitive receptors are hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Numerous sensitive receptors are present within a 1/4-mile radius of the project area. These include homes, schools (Yreka Adventist Christian School, Golden Eagle Charter School, Mattole Valley Charter School, Evergreen Elementary School, Jackson Street Elementary School, Gold Street Elementary School, Siskiyou County Special Education School, Yreka High School, Yreka Union High Community Day School, and College of the Siskiyou), hospitals (Fairchild Medical Center), elderly housing and convalescent facilities (Meadowlark Siskiyou Springs Senior Living Community, Sierra Vista Retirement Complex, Yreka Guest Home and Madrone Hospice, Inc.), and a daycare facility (Shasta Head Start Child Development).

## **Environmental Consequences**

The air quality analysis report prepared for the project concluded that because the project is not a capacity-increasing project, no long-term impacts on air quality resulting from operation of the project would occur (California Department of Transportation 2019b). However, during construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, operation of a mobile concrete batch plant, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), directly-emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO<sub>x</sub> and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involves clearing, cut-and-fill activities, grading, removing or improving existing roadways, building bridges, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM10, PM2.5, and small amounts of CO, SO<sub>2</sub>, NO<sub>x</sub>, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site, trucks carrying uncovered loads of soils, and operation of mobile concrete batch plant during the paving phase of construction. Unless properly controlled, vehicles leaving the site could deposit

mud on local streets, which could be an added source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the United States Environmental Protection Agency (U.S. EPA) to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. The Department's Standard Specifications (Section 14) on dust minimization require use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction.

In addition to dust-related PM10 emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO<sub>2</sub>, NO<sub>x</sub>, VOCs and some soot particulate (PM10 and PM2.5) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO<sub>2</sub> is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur), so SO<sub>2</sub>-related issues due to diesel exhaust will be minimal.

Some phases of construction, particularly asphalt paving, may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases.

### **Avoidance/Minimization Measures**

The following standardized dust and pollutant measures identified in the air quality analysis report (California Department of Transportation 2019b), some of which may also be required for other purposes such as storm water pollution control, shall be implemented to minimize any air quality impacts resulting from construction activities:

- The construction contractor shall comply with the 2018 Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the Siskiyou County Air Pollution Control District regulations and local ordinances (the contractor would obtain an Authority to Construct and a Permit to Operate from the Siskiyou County Air Pollution Control District for operation of the mobile concrete batch plant).
- Water or a dust palliative shall be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.

- A dust control plan shall be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites shall be located as far away from residential uses as practicable. Construction areas shall be kept clean and orderly.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, shall be used.
- All transported loads of soils and wet materials shall be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) shall be provided to minimize emission of dust during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be promptly and regularly removed to reduce PM emissions.
- To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

### **CEQA Conclusion**

Once built, the project would not conflict with or obstruct implementation of an applicable air quality management plan, result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions (such as those leading to odors) that could adversely affect a substantial number of people. During construction, the project could result in short-term elevated levels of criteria pollutants and odors. However, with implementation of avoidance/minimization measures for dust and pollutant control during construction, compliance with the conditions of the permit issued by the Siskiyou County Air Pollution Control District, and rapid dissipation of any odors, the project would have a less than significant impact on air quality.

## **3.2 Biological Resources**

Biological resources-related literature and record searches addressing the project area included review of numerous databases, lists, and maps, as well as visits to and/or contacts with relevant agencies (California Department of Transportation 2019d). Biological field surveys were conducted in 2018 and 2019 to evaluate the existing environment, gather information on the presence of special-status species, and determine project level impacts with regard to biological resources. Results and findings based on the above literature searches, surveys, and analyses are presented below.

### **Habitats and Natural Communities of Concern**

The majority of the project area within the City of Yreka is characterized by paved surfaces (e.g., roadway and sidewalks). Outside of town, the project area includes a combination of paved surfaces and graveled shoulders. Staging/stockpiling areas consist of previously disturbed areas that are either graveled, paved, support a ground cover of annual grasses, or landscaped with gravel/bark/ornamental shrubs. The disposal sites are disturbed areas that

support a sparse covering of young conifers. Aquatic habitat within the project area is limited to the section of Yreka Creek that is spanned by SR 3 (numerous stormdrain culverts are within the City of Yreka, but these are not considered to be riverine habitat because they convey stormwater/urban runoff). Riparian woodland is present along the section of Yreka Creek that is spanned by SR 3. Riverine and riparian habitats are considered habitats of special concern and regulated under federal and state laws. A description of the onsite riverine and riparian habitats is provided below, along with estimated impacts to the habitat, and identification of avoidance/minimization measures and compensatory mitigation that may be warranted. No wetlands or natural communities of concern are present within the project area.

### ***Riverine Habitat***

Riverine habitat within the project area is limited to section of Yreka Creek that is spanned by SR 3. Yreka Creek is a perennial stream that is sustained in the summer by releases from Greenhorn Reservoir and urban runoff. Within the project area, the stream channel is relatively narrow and water depths are shallow. The stream provides rearing habitat for fish, turtles, amphibians, and a variety of aquatic invertebrates. No riverine habitat would be permanently or temporarily impacted by the proposed project and no avoidance/minimization/mitigation measures are warranted. Therefore, there would be no impact.

### ***Riparian Habitat***

Riparian habitat within the project area is limited to along the banks of Yreka Creek. The riparian woodland has a well-developed canopy layer composed predominantly of mature cottonwoods, locust, and willows. The shrub layer is sparse, and where present, is dominated by blackberry. The ground layer includes various species of annual grasses. Overall, the riparian woodland provides high quality habitat to various wildlife species and shades Yreka Creek. Although no work is proposed within riparian habitat along Yreka Creek, work would occur in close proximity. Implementation of the following measure to ensure that no riparian habitat is impacted by incidental encroachment from construction workers, there would be no impact on riparian habitat.

- To ensure that no riparian habitat is impacted along Yreka Creek in the vicinity of the SR 3 bridge and the potential staging area along Deer Creek Way, temporary ESA fencing shall be installed around riparian areas to be avoided for the duration of work occurring in the vicinity of the bridge and while the turnout along Deer Creek Way is used for staging. The temporary ESA fencing shall be installed around environmentally sensitive areas as delineated on the project plans.

### ***Wetlands***

No state or federally protected wetlands are present within the project area and no avoidance/minimization/mitigation measures are warranted. Therefore, there would be no impact.

### ***Permits***

Waters and riparian habitat identified within the project area are protected by state laws and regulations and Sections 401 and 404 of the federal Clean Water Act. Work is proposed within numerous stormdrains within the project area. However, because none of the stormdrains are jurisdictional and no riparian vegetation would be removed, the project would not require a permit from the Army Corps of Engineers, Water Quality Certification from the NCRWQCB, or a Streambed Alteration Agreement from the California Department of Fish and Wildlife. A Categorical Waiver of Waste Discharge Requirements would be obtained from the NCRWQCB

for work occurring over drainages. In addition, a Notice of Intent would be filed to obtain coverage under the NPDES General Construction Permit.

### **Special-Status Plant Species**

One special-status plant species, Yreka phlox, has the potential to occur within and/or adjacent to the project area. The following discussion addresses special-status plant species known to be present within and/or adjacent to the project area, as determined by the literature review and completion of field surveys, and includes a detailed description of the species' life history and habitat requirements, an evaluation of the potential for the species to be affected by the proposed work, and identification of avoidance/minimization measures that may be warranted.

#### ***Yreka Phlox***

Yreka phlox, a federal and state Endangered species and a California Rare Plant Rank 1B.2 species, is perennial vascular plant that blooms from April to June on serpentinite and talus habitats within lower and upper montane coniferous forest. Yreka phlox is known to occur only in the vicinity of Yreka. Review of the California Department of Fish and Wildlife's California Natural Diversity Data Base (CNDDDB) records found that Yreka phlox has been previously reported approximately 200 feet north of the project area near the project's terminus on SR 3 (Montague Road) east of Interstate 5. In addition, the CNDDDB has mapped a population of Yreka phlox to encompass the entirety of the disposal site at post mile 43.8. Field surveys confirmed the presence of Yreka phlox at the disposal site at post mile 43.8. To avoid directly impacting Yreka phlox plants, the limits of the disposal site were modified to exclude the population of Yreka phlox plants. To avoid indirectly affecting Yreka phlox plants at this location, the following avoidance measures shall be implemented:

- Yreka phlox plant population shall be delineated on the plans for the Trinity 3 Forest Grade Disposal Site at PM 43.80. The delineated areas shall be marked as Environmentally Sensitive Areas on the plans. The fill limits of the designated disposal site shall be clearly shown. Large boulders shall be placed on both ends of the disposal to mark the beginning and end of fill. The fill shall remain at least 3 to 4 feet from the edge of the old road alignment. The designated limits of the disposal site shall remain throughout the duration of use. Soil shall be stabilized to prevent erosion downslope of the fill. Erosion control treatments shall occur by October 15 for any new materials added that year. New fill shall be graded to provide sheet flow to the south side of the site. Final slopes shall be seeded with native seed mix.

The Yreka phlox population north of Montague Road would not be directly or indirectly impacted by construction activities. With implementation of the proposed avoidance measures to protect Yreka phlox plants at the disposal site at post mile 43.80, the proposed project would have no impact on the Yreka phlox.

### **Special-Status Animal Species**

The following special-status animal species have the potential to occur within and/or adjacent to the project area: fisher–West Coast Distinct Population Segment (state Species of Special Concern), ringtail (state Fully Protected), pallid bat (state Species of Special Concern), Townsend's big-eared bat (state Species of Special Concern), loggerhead shrike (state Species of Special Concern), northern spotted owl (federal and state Threatened), northwestern pond turtle (state Species of Special Concern), foothill yellow-legged frog (state Species of Special Concern), southern Oregon/northern California coho salmon (federal and state Threatened), crotch bumble bee (federal Candidate–Endangered), Franklin's bumble bee (federal Candidate–Endangered), and western bumble bee (federal Candidate–Endangered). However, none of

these species would be directly or indirectly affected by the proposed work and no avoidance/minimization measures are warranted. Therefore, there would be no impact to special-status animal species (including designated critical habitat for federally listed species and essential fish habitat for salmon).

### **Nesting Migratory Birds**

A variety of migratory bird species could potentially nest in vegetation within and/or adjacent to the project area. If present, nesting birds could be directly and indirectly affected by the proposed work. Potential direct effects on nesting birds could include mortality resulting from destruction of nests during vegetation removal. Potential indirect effects on nesting birds could include disruption of feeding patterns or nest abandonment due to construction related noise. With implementation of the following measure, vegetation removal and construction activities would have no direct or indirect effects on nesting birds.

- To avoid disturbing nesting birds, tree and shrub removal shall be restricted to the period between October 1 and January 31. If this is not practicable, a contractor-supplied biologist shall conduct a preconstruction survey for nesting birds within 3 days prior to removing trees and shrubs. If an active nest is discovered, the resident engineer shall be notified immediately and all work within 100 feet of the nest shall cease. Work within the buffer zone may proceed only after a contractor-supplied biologist has determined that the nest is no longer active.

### **Invasive Species**

Based on review of the list of invasive plant species maintained by the Cal-IPC (2019), the following plant species observed within and adjacent to the project area during field surveys are invasive in California: yellow star-thistle and woolly mullein. According to the California Department of Food and Agriculture (2019), yellow star-thistle is designated as a noxious weed, but woolly mullein is not. Noxious weeds are considered widespread in California and subject to regulations to stop their spread. Implementation of the following avoidance/minimization measures would prevent the introduction/spread of invasive and/or noxious weed species and reduce any impacts on native plant communities to levels less than significant.

- In accordance with Caltrans' non-standard specification 14-6.05, prior to beginning work, the contractor shall prepare an invasive species control plan that identifies measures to be implemented to prevent the introduction and/or spread of invasive species (e.g., noxious weeds). The invasive species control plan shall be subject to approval by Caltrans environmental staff and implemented prior to beginning work.

### **Wildlife Corridors and Nursery Sites**

The proposed project would not 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. Therefore, there would be no impact.

### **Local Policies and Ordinances**

The City of Yreka and Siskiyou County do not have a tree preservation ordinance, nor are there other local policies or ordinances related to the protection of biological resources that would apply to the proposed project. Because only a small number of trees would be removed to accommodate the proposed improvements and avoidance/minimization measures for habitat protection, species protection (including nesting migratory birds), and invasive species control are included to ensure consistency with the *City of Yreka General Plan Update 2002–2022* (City

of Yreka 2003) and the *Siskiyou County General Plan* (Siskiyou County 2019), impacts would be less than significant.

### **Habitat Conservation Plans and Natural Community Conservation Plans**

The United States Fish and Wildlife Service has approved one habitat conservation plan in Siskiyou County (United States Fish and Wildlife Service 2019). The habitat conservation plan provides incidental take permits for multiple species on privately owned timberlands located well outside of the project area. No natural community conservation plans have been designated in Siskiyou County (California Department of Fish and Wildlife 2019). Given the above findings, there would be no impact.

### **CEQA Conclusion**

With implementation of the avoidance/minimization measures for habitat protection, species protection (including nesting migratory birds), and invasive species control, the proposed project would have a less than significant impact on biological resources.

## **3.3 Cultural Resources**

### **Affected Environment**

The cultural resources study included literature and records review of the proposed project area; visits to and/or contacts with a number of repositories, agencies, organizations, and Native American representatives; and an archaeological field survey of the project area. The purpose of these efforts was to identify and evaluate any cultural resources that may exist within the project area and to assess any effects that the proposed project might have related to the cultural resources (e.g., historical resources, prehistoric archaeological resources, historical archaeological resources, built environment resources, and traditional cultural properties). The cultural resources study determined that the project area is located within the ancestral territory of the Shasta Nation tribe. The records review and field surveys confirmed that no historical resources are present within the project area. However, the Third Street and Miner Historic District (Record PH0016716), which is listed on the National Register of Historic Places, is present just outside of the project area near the intersection of SR 3 and Miner Street (California Department of Transportation 2019e).

### **Environmental Consequences**

Work at the intersection of SR 3 and West Miner Street would occur adjacent to the eastern boundary of the Third Street and Miner Historic District. As currently designed, the proposed project would not directly or indirectly affect any character-defining features of the Historic District; therefore, the undertaking would result in a finding of No Historic Properties Affected.

### **Avoidance/Minimization Measures**

It is Caltrans' policy to avoid cultural resources whenever possible. The following measure shall be implemented to ensure that any cultural resources discovered during construction are evaluated by a qualified archaeologist:

- If buried cultural materials are encountered during construction, it is Caltrans' policy that work shall stop in the area until a qualified archaeologist can evaluate the nature and significance of the find.

## **CEQA Conclusion**

The proposed project would not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to §15064.5. With implementation of the above avoidance/minimization measure to address any buried cultural materials (including human remains) that may be encountered during construction, the proposed project would have a less than significant impact on cultural resources.

## **3.4 Geology and Soils**

### **Affected Environment**

The project area is located between the Klamath Mountains to the west and the Shasta Valley to the east. Given that the topography within the project area is relatively level and there is no history of highway repairs due to landslides or subsidence within the project area, the soils are presumed to be relatively stable. The underlying geology in the project area consists of sedimentary rock and mixed rocks (California Department of Conservation 2019c). The proposed project is not located in an area that contains a known active earthquake fault, as delineated on the most recent Alquist-Priolo earthquake fault zoning map (California Department of Conservation 2019d). The project site is subject to low/moderate seismic ground shaking from earthquakes due to its proximity to known active faults off the coast (California Department of Conservation 2019e), but is not in an area characterized by seismic-related ground failure and/or liquefaction (California Department of Conservation 2019f).

According to the Natural Resources Conservation Service (2019), 11 soil types are present within the project area: Dotta gravelly loam, 0 to 2 percent slopes; Dotta gravelly loam, 2 to 5 percent slopes; Dumps; Duzel gravelly loam, 5 to 9 percent slopes; Duzel-Jilson-Facey complex, 15 to 50 percent slopes; Facey loam, 5 to 15 percent slopes; Salisbury gravelly clay loam, 0 to 5 percent slopes; Stoner gravelly sandy loam, 2 to 5 percent slopes; Stoner gravelly sandy loam, 5 to 15 percent slopes; Weitchpec variant-rock outcrop complex, 5 to 65 percent slopes, and Xerofluvents, nearly level. Duzel gravelly loam, 5 to 9 percent slopes and Stoner gravelly sandy loam, 5 to 15 percent slopes have the potential for moderate erosion. Duzel-Jilson-Facey complex, 15 to 50 percent slopes and Facey loam, 5 to 15 percent slopes have the potential for severe erosion.

Expansive soils present hazards for development because they expand and shrink depending on water content. A hydrologic soil group is a group of soils having similar runoff potential under similar storm and cover conditions. The Natural Resource Conservation Service recognizes four hydrologic soil groups (A through D). Group D soils have a high shrink-swell potential due to their high clay content. Within the project area, three soil types (Duzel-Jilson-Facey complex, 15 to 50 percent slopes; Salisbury gravelly clay loam, 0 to 5 percent slopes; and Weitchpec variant-rock outcrop complex, 5 to 65 percent slopes) contain a soil component that is classified as a Group D soil.

### **Environmental Consequences**

Construction of the project, including use of staging areas and disposal sites, would disturb approximately 45 acres of soil. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, development of disposal sites, and use of staging areas would disturb soil and may result in the loss of a small amount of soil through deposition at disposal sites (most of the excavated material deposited at disposal sites would consist of asphalt grindings and other

waste) or from erosion. Although some soils within the project area have the potential for expansion/contraction, any such limitations can be overcome through proper planning, design, and/or construction.

### **Avoidance/Minimization Measures**

The following measures shall be implemented to account for the presence of expansive soils and to minimize the potential for erosion:

- The project shall be designed in accordance with current design standards to account for the presence of expansive soils within the project area.
- Standard BMPs for erosion control shall be implemented during construction to minimize the potential for erosion.

### **CEQA Conclusion**

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic-related ground failure (including liquefaction), and landslides. The proposed project is not located on a soil that is unstable or that would become unstable as a result of the project and potentially result in onsite/offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project does not include the use of septic tanks and/or alternative waste water disposal systems and would not directly or indirectly destroy a unique paleontological resource/site or unique geologic feature. The project would result in the loss of a small amount of soil, but this quantity would not constitute a substantial loss of soil. By designing the project in accordance with current design standards to account for the presence of expansive soils and implementation of standard BMPs for erosion control during construction, the proposed project would have a less than significant impact on geology and soils.

## **3.5 Greenhouse Gas Emissions**

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane). In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.<sup>2</sup> In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.<sup>3</sup> The dominant GHG emitted is CO<sub>2</sub>, mostly from fossil fuel combustion.

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<sup>2</sup> <https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014>

<sup>3</sup> <https://www.arb.ca.gov/cc/inventory/data/data.htm>

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” “Greenhouse gas mitigation” is a term for reducing GHG emissions to reduce or “mitigate” the impacts of climate change. “Adaptation” refers to planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

## **Regulatory Setting**

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

### ***Federal***

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.<sup>4</sup> This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”<sup>5</sup> Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

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<sup>4</sup> <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

<sup>5</sup> <https://www.sustainablehighways.dot.gov/overview.aspx>

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

Executive Order 13514, *Federal Leadership in Environmental, Energy, and Economic Performance*, 74 *Federal Register* 52117 (October 8, 2009): This federal EO set sustainability goals for federal agencies and focuses on making improvements in their environmental, energy, and economic performance. It instituted as policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities.

Executive Order 13693, *Planning for Federal Sustainability in the Next Decade*, 80 *Federal Register* 15869 (March 2015): This EO reaffirms the policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities. It sets sustainability goals for all agencies to promote energy conservation, efficiency, and management by reducing energy consumption and GHG emissions. It builds on the adaptation and resiliency goals in previous executive orders to ensure agency operations and facilities prepare for impacts of climate change. This order revokes Executive Order 13514.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010<sup>6</sup> and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at

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<sup>6</sup> <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.<sup>7</sup>

NHTSA and EPA issued a Final Rule for “Phase 2” for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO<sub>2</sub> emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

Presidential Executive Order 13783, *Promoting Energy Independence and Economic Growth*, of March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

### **State**

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the ARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this executive order (EO) is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor’s 2030 and 2050 GHG reduction goals.

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<sup>7</sup> <http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256> and <https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse>

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the state's long-range transportation plan to meet California's climate change goals under AB 32.

Executive Order B-16-12 (March 2012) orders state entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMT<sub>CO<sub>2</sub>e</sub>). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

## **Environmental Setting**

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. ARB approved the *First Update to the Climate Change Scoping Plan* on May 22, 2014. ARB is moving forward with a discussion draft of an updated Scoping Plan that will reflect the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California.<sup>8</sup> ARB is responsible for maintaining and

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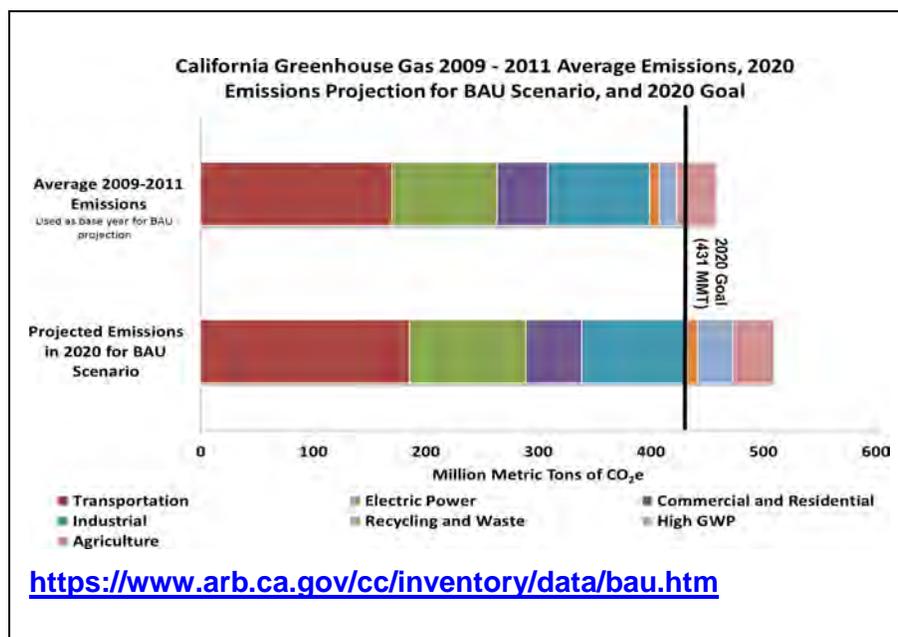
<sup>8</sup> 2016 Edition of the GHG Emission Inventory Released (June 2016): <https://www.arb.ca.gov/cc/inventory/data/data.htm>

updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 3 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 MMTCO<sub>2</sub>e<sup>9</sup>. The 2017 edition of the GHG emissions inventory (released June 2017) found total California emissions of 440.4 MMTCO<sub>2</sub>e, showing progress towards meeting the AB 32 goals.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 MMTCO<sub>2</sub>e total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 MMTCO<sub>2</sub>e.

**Figure 3 2020 Business as Usual (BAU) Emissions Projection 2014 Edition**



<sup>9</sup> The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)

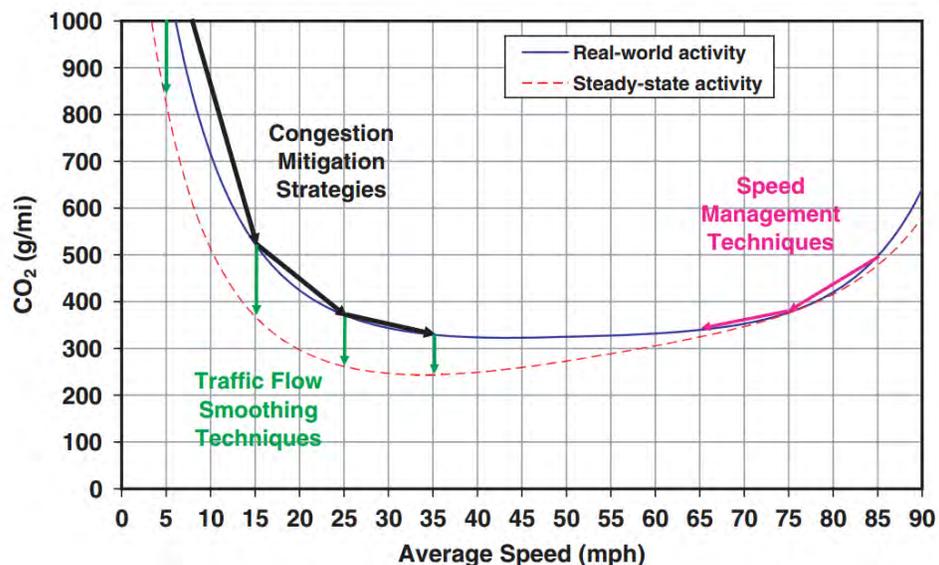
## Project Analysis

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 contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.<sup>10</sup> In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

## Operational Emissions

**Figure 4 Possible Use of Traffic Operation Strategies in Reducing On-Road CO<sub>2</sub> Emissions**



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (<http://uctc.berkeley.edu/research/papers/846.pdf>)

<sup>10</sup> This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity), (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective all four strategies should be pursued concurrently.<sup>1</sup>

FHWA supports these strategies to lessen climate change impacts, which correlate with efforts that the state of California is undertaking to reduce GHG emissions from the transportation sector.

The highest levels of CO<sub>2</sub> from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 4 above). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO<sub>2</sub>, may be reduced.

The proposed project is not a capacity-increasing project and would not improve traffic flow or reduce traffic congestion. However, the project is consistent with the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003), the *Siskiyou County General Plan* (Siskiyou County 2019), and the *2016 Regional Transportation Plan for Siskiyou County* (Siskiyou County Local Transportation Commission 2016).

### Quantitative Analysis

The proposed project would not increase capacity and would not change travel demands or traffic patterns. Therefore, the project would not result in an increase in operational GHG. However, GHG emissions would occur during construction. Estimates of various GHG including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and hydroflourocarbons (HFCs) were made for each year of construction using Cal-CET2018 (1.1). As shown in Table 7, the primary GHG released during construction is CO<sub>2</sub>.

**Table 7 Estimates of GHG Emissions During Construction (in U.S. tons)**

Construction Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	HFCs	CO <sub>2e</sub> <sup>1</sup>
2022	879	0.028	0.049	0.029	1,325
2023	152	0.005	0.010	0.007	252
Total	1,031	0.033	0.059	0.036	1,577

<sup>1</sup> A quantity of GHG is expressed as carbon dioxide equivalent (CO<sub>2e</sub>) that can be estimated by the sum after multiplying each amount of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs by its global warming potential (GWP). Each GWP of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs is 1, 25, 298, and 14,800, respectively.

### Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will 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 offset to some degree by longer intervals between maintenance and rehabilitation activities.

Due to the requirements set forth in EO B-30-15, construction GHG emissions must be calculated for all projects. As such, the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model was utilized to quantify the expected construction-related GHG emissions related to the proposed project. The proposed project would require an estimated 300 working days and would be completed in two construction seasons. The total GHG emissions associated with the project are estimated at 2,609 tons, which includes an estimated 2,205 tons in 2022 and 404 tons in 2023 per year.

### **CEQA Conclusion**

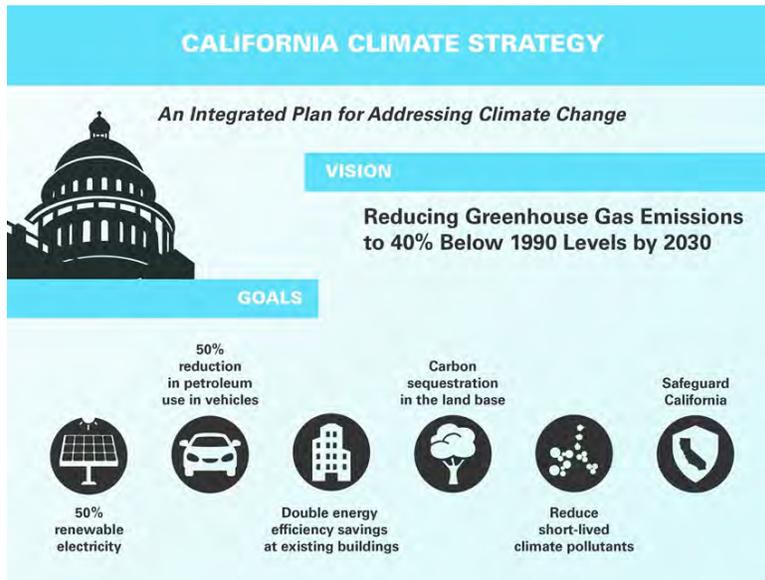
As discussed above, the project would not increase capacity and would not change travel demands or traffic patterns. Therefore, the project would not result in an increase in operational GHG. However, there would be a temporary increase in GHG emissions, primarily CO<sub>2</sub>, during construction. In the absence of statewide-adopted thresholds or GHG emissions limits and recognizing that the project is consistent with statewide, regional, and local goals of reducing GHG, it is Caltrans determination that with implementation of the GHG reduction strategies described in the following section, the project's direct and indirect impacts with respect to global climate change would be less than significant.

### **Greenhouse Gas Reduction Strategies**

#### *Statewide Efforts*

In an effort to further the vision of California's GHG reduction targets outlined in AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California* (Figure 5).

**Figure 5 The Governor’s Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals**



The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

**Caltrans Activities**

Caltrans continues to be involved on the Governor’s Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

*California Transportation Plan (CTP 2040)*

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

#### *Caltrans Strategic Management Plan*

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

#### *Funding and Technical Assistance Programs*

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in *Caltrans Activities to Address Climate Change* (2013).

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

*Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

#### **Project-Level GHG Reduction Strategies**

The following measures will also be implemented to reduce GHG emissions and potential climate change impacts:

- The construction contractor shall comply with the 2018 Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the Siskiyou County Air Pollution Control District regulations and local ordinances.
- Compliance with Title 13 of the California Code of Regulations, which includes idling restrictions on construction vehicles and equipment to no more than 5 minutes.
- Caltrans 2018 Standard Specification 7-1.02C "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board.
- Utilize a traffic management plan to minimize vehicle delays.

- To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

## 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—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

### *Federal Efforts*

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011<sup>11</sup>, outlining the federal government’s progress in expanding and strengthening the nation’s capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued *U.S. DOT Policy Statement on Climate Adaptation* in June 2011, committing to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”<sup>12</sup>

To further the DOT Policy Statement, in December 15, 2014, FHWA issued order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*).<sup>13</sup> This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA will work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation’s transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.<sup>14</sup>

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<sup>11</sup> <https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience>

<sup>12</sup> [https://www.fhwa.dot.gov/environment/sustainability/resilience/policy\\_and\\_guidance/usdot.cfm](https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm)

<sup>13</sup> <https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm>

<sup>14</sup> <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

### *State Efforts*

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)<sup>15</sup> was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided 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; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy* (Dec 2009),<sup>16</sup> which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to SLR." The March 2013 update<sup>17</sup> finalizes the SLR Guidance by incorporating findings of the National Academy's 2012 final Sea-Level Rise Assessment Report; the policy recommendations remain the same as

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<sup>15</sup> *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: [http://www.nap.edu/catalog.php?record\\_id=13389](http://www.nap.edu/catalog.php?record_id=13389).

<sup>16</sup> <http://www.climatechange.ca.gov/adaptation/strategy/index.html>

<sup>17</sup> <http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/>

those in the 2010 interim SLR Guidance. The guidance will be updated as necessary in the future to reflect the latest scientific understanding of how the climate is changing and how this change may affect the rates of SLR.

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. Caltrans is actively engaged in working towards identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.

## **3.6 Hydrology and Water Quality**

### **Affected Environment**

The project area is located within the Klamath River watershed. This watershed is a part of the North Coast Hydrologic Basin Planning Area, which is managed by the NCRWQCB. No lakes are present within or adjacent to the project area (the nearest waterbody is Green Horn Reservoir, approximately ½-mile to the west). However, numerous stormdrains are present within the project area. These stormdrains collect urban/stormwater runoff and convey flow outside the project area where it discharges into Yreka Creek. Yreka Creek is tributary to the Shasta River, which in turn, is tributary to the Klamath River. The Klamath River discharges flow into the Pacific Ocean.

### **Environmental Consequences**

Construction activities that may impact hydrology and water quality include installation of approximately 14,000 lineal feet of new stormdrains to accommodate the 10-year storm event, maintenance/repair/replacement of approximately 85 existing stormdrain culverts (totaling approximately 7,000 lineal feet), replacement of the structural section of the roadway and adjacent sidewalks, relocation of utilities, and development of two disposal sites. Stormwater runoff entering new stormdrains would be redirected to the existing stormdrain system, which discharges to nearby Yreka Creek; stormwater runoff entering new stormdrains would be only minimally redirected and would continue to discharge to the same receiving waters. Replacement of the structural section of the roadway and adjacent sidewalks would involve replacing existing impervious surfaces with new impervious surfaces and adding approximately 0.48 acres of new impervious surface to the project area at locations where paved roadway shoulders are less than 8 feet in width and need additional pavement added to achieve 8-foot-wide paved shoulders. Post-construction stormwater flows would not exceed pre-construction stormwater flows and would not carry substantial amounts of polluted runoff above existing levels because the 0.48 acres of newly added impervious areas would be widely distributed throughout the northern portion of the project area. Stormwater treatment BMPs would be utilized onsite to treat up to approximately 4.57 acres of stormwater runoff. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, and development of disposal sites would expose native soil, which has the potential to degrade water quality onsite and offsite due to erosion and siltation.

The Location Hydraulic Study identified 10 locations within the project area that are subject to flooding. Three of these locations are within a mapped 100-year flood hazard area. However, the project would only minimally alter surface elevations within the mapped 100-year floodplain and would not result in a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).

### **Avoidance/Minimization Measures**

The following measures identified in the water quality assessment report (California Department of Transportation 2019c) shall be implemented to avoid/minimize impacts to water quality during construction:

- All construction site BMPs shall follow the most current edition of the *Construction Site Best Management Practices (BMPs) Manual* (California Department of Transportation 2017). For this project, these are likely to include erosion and sediment control BMPs such as ground cover, fiber rolls, gravel bag check dams and other listed methods.
- Prior to any ground-disturbing activities, the contractor shall prepare a SWPPP that identifies measures to be implemented for erosion control, spill prevention, and construction waste containment. These measures shall be implemented during construction to minimize impacts on water quality and the aquatic environment.
- Cast-in-place concrete structures shall have sufficient time to cure before being exposed to concentrated flows, or rainy season storm events.
- Onsite stormwater treatment BMPs (e.g., biofiltration strips) shall be utilized for stormwater treatment (the proposed treatment BMPs would treat up to approximately 4.57 acres of new impervious surface added to the project area).

In addition to the above measures, the following measure identified in the biological resources report (California Department of Transportation 2019d) shall be implemented to avoid/minimize impacts to water quality during construction:

- Work in stormdrains shall be limited to the period between May 1 and October 15 when stormdrains are dry or at low-flow.

### **CEQA Conclusion**

The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Specifically, the project would not deplete groundwater supplies or interfere with groundwater recharge such that the project may impeded sustainable groundwater management of the basin. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff such that it would result in flooding onsite/offsite; impede or redirect flows; create or contribute stormwater runoff which would exceed the capacity of existing or planned stormwater drainage systems; or provide substantial additional sources of polluted runoff. The proposed project would not risk release of pollutants due to inundation by flood, tsunami (California Department of Conservation 2019g), or seiche. With implementation of measures to control erosion and siltation and use of

onsite stormwater treatment BMPs, the proposed project would have a less than significant impact on hydrology and water quality.

### 3.7 Noise

#### Affected Environment

NEPA and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA. CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

The proposed project is not located within an airport land use plan or within two miles of an airport/airstrip. The nearest public airport is the Montague–Yreka Airport, located approximately 3.5 miles to the east in the community of Montague. According to the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003), the City of Yreka is located well beyond the airport’s noise impact zone.

In noise/vibration studies, sensitive receptors are hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to noise and vibration. Numerous sensitive receptors are present within a 1/4-mile radius of the project area. These include homes, schools (Yreka Adventist Christian School, Golden Eagle Charter School, Mattole Valley Charter School, Evergreen Elementary School, Jackson Street Elementary School, Gold Street Elementary School, Siskiyou County Special Education School, Yreka High School, Yreka Union High Community Day School, and College of the Siskiyous), hospitals (Fairchild Medical Center), elderly housing and convalescent facilities (Meadowlark Siskiyou Springs Senior Living Community, Sierra Vista Retirement Complex, Yreka Guest Home and Madrone Hospice, Inc.), and a daycare facility (Shasta Head Start Child Development).

#### Environmental Consequences

The proposed project would not increase capacity or involve the introduction of permanent noise-producing activities. However, temporary noise impacts would occur from the use of stationary and mobile construction equipment and vehicles during construction. Construction vehicles and equipment could include cold-planers, excavators, compressors, generators, haul trucks, concrete breakers, pavers, and material loaders. Project construction noise levels would fluctuate depending on the construction phase, equipment type, and quantity and duration of use. Noise levels associated with operation of the mobile concrete batch plant during the paving phase of construction would be approximately 83 decibels as measured at a distance of 50 feet. The California Stormwater Quality Association (2009) recommends that temporary mobile concrete batch plants be located a minimum of 300 lineal feet from sensitive receptors to minimize noise impacts. Peak noise levels during construction would likely result from the use of cold-planers to break up and remove the existing roadway and excavators to break up existing sidewalk and place materials into haul trucks. Noise levels associated with these activities could be up to 90 decibels and could affect nearby sensitive receptors.

The proposed project would not result in a permanent increase in ground-borne vibrations. However, sensitive receptors in close proximity to construction activities may periodically notice ground-borne vibrations.

### **Avoidance/Minimization Measures**

Although the proposed project may periodically expose sensitive receptors to noise and vibration levels during construction that exceed established standards, noise and vibration impacts shall be minimized through:

- Differential staging of work (e.g., restricting some construction activities to the daytime due to the presence of nearby residences).
- Locating the temporary mobile concrete batch plant a minimum of 300 lineal feet from sensitive receptors.
- Restricting the operating hours of the mobile concrete batch to the daytime.

### **CEQA Conclusion**

The proposed project is not located within an airport land use plan or within two miles of an airport/airstrip. With implementation of measures to minimize noise and vibration during construction, the proposed project would have a less than significant impact with regard to noise/vibration.

## **3.8 Public Services**

### **Affected Environment**

SR 3 and SR 263 within the project area are public highways utilized by various public transportation service providers. Siskiyou Transit and General Express (STAGE) is Siskiyou County's public transit service provider. Other transportation service providers that operate within the project area include Senior Bus Transportation Service and school districts that provide buses to transport students to and from schools. Emergency service providers that operate within the project area include local police and fire departments, California Highway Patrol, and ambulances that transport patients to the local hospital (Fairchild Medical Center). These emergency service providers are vital to the safety of the local community and their effectiveness is often measured in the time required to respond to an emergency.

### **Environmental Consequences**

The proposed project would extend the useful life of public roadways within the project area. In addition, the proposed project would facilitate better access to two existing and seven proposed STAGE stops within the project area by improving curbside space and restricting parking in front of bus loading areas by designating the space with painted curb, signs, or the like (see Table 3 for the locations of the existing and proposed STAGE stops). Once built, the project would result in no adverse operational impacts on public services. During construction, travel time for various public transportation services may be slightly longer due to traffic controls/detours. In addition, transit stops may be temporarily closed during construction. The project would have a negligible impact on response time for emergency services (e.g., police, fire, and ambulance) as emergency service providers would not be subject to traffic controls/detours and alternate routes would be available.

### **Avoidance/Minimization Measures**

To minimize potential delays to response time for emergency services and travel time for public transportation services, the following measures shall be implemented:

- Implement public outreach efforts described in Section 3.10.

### **CEQA Conclusion**

With implementation of the public outreach efforts described in Section 3.10, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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 police and fire protection, schools, parks, or other public facilities.

## **3.9 Recreation**

### **Affected Environment**

No parks are present within or adjacent to the project area. However, the project area does include a trailhead that is used by the public to access the City of Yreka's recreational trail along Yreka Creek.

### **Environmental Consequences**

The project would not impact any parks. However, construction of the project may temporarily affect access to the City of Yreka's recreational trail along Yreka Creek for trail users who utilize the trailhead along the east side of SR 3 between Lawrence Avenue and Bruce Street. Access to this trail head could be affected up to two weeks while work is occurring in the immediate vicinity.

### **Avoidance/Minimization Measures**

The following measure shall be implemented to avoid/minimize recreational impacts during construction:

- Potential impacts to the Yreka Creek trail shall be avoided by staging construction in the vicinity of the trailhead along the east side of SR 3 between Lawrence Avenue and Bruce Street such that the public can utilize the trailhead to access the Yreka Creek trail during construction. Alternatively, if work in the immediate vicinity of the trailhead requires closure of the trailhead, the contractor shall provide a temporary alternate access to the trailhead.

### **CEQA Conclusion**

The proposed project would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated. In addition, the proposed project would not require the construction and/or expansion of recreational facilities. With implementation of the measure to maintain public access to the City of Yreka's recreational trail along Yreka Creek during construction, the proposed project would have a less than significant impact on recreation.

### 3.10 Transportation

#### Affected Environment

The proposed project is not a capacity-increasing project and is consistent with transportation goals in the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003), the *Siskiyou County General Plan* (Siskiyou County 2019), and the *2016 Regional Transportation Plan for Siskiyou County* (Siskiyou County Local Transportation Commission 2016). Although the City of Yreka has the largest population (7,765 in the 2010 census) among incorporated cities in Siskiyou County, it is a small, rural community. The sections of SR 3 and SR 263 within the City of Yreka are vital to the daily activities of the community, provide connectivity to nearby communities, and are essential to the local economy.

Traffic volume within the project area varies with location. Using traffic counts obtained in 2014, average annual daily traffic (AADT) for SR 3 and SR 263 within the project area indicate that the southern portion of the project area has substantially higher traffic volumes than the northern portion of the project area (Table 8).

**Table 8 Traffic Volumes Within the Project Area**

Route	Section	AADT	Trucks
3	Begin project to Moonlit Oaks Avenue	14,100	403
3	Moonlit Oaks Avenue to Oberlin Road	5,900	243
3	Oberlin Road to Yreka Street	8,900	166
3	Yreka Street to Tebbe Street/SR 263	3,150	341
263	Tebbe Street/SR 263 to end project	2,000	122

There are currently no existing marked bikeways within the project area. The proposed project would install Class II bikeways (striped bike lanes) and Class III bikeways (shared travel way designated by “share the road” signs and/or pavement markings) at various locations within the project area (see Table 2).

#### Environmental Consequences

Once built, the project would result in no adverse operational impacts to access and circulation for vehicles, bicyclists, and pedestrians. The addition of new bicycle lanes and ADA-compliant sidewalks is anticipated to reduce vehicle traffic and improve circulation for bicyclists and pedestrians. Upgrading existing signal systems, installation of actuated pedestrian signals at various crosswalks, and roadway narrowing/traffic calming between Oberlin Road and the Broadway Connection would improve pedestrian safety. Approximately 360 working days would be needed to complete the work, of which, approximately 360 days would require lane closures/traffic control. 55-hour closures on weekends would be required at some intersections to allow for concrete paving and cure times. These activities would impact vehicle traffic and bicyclists. In addition, the temporary closure of sidewalks during construction would impact pedestrians. Potential impacts to the traveling public may be slightly longer travel time due to

traffic controls/detours during construction. The proposed project would not result in the loss of any existing designated parking spaces nor would it create new designated parking spaces.

### **Avoidance/Minimization Measures**

The work scope includes the use of rapid-set concrete, where feasible, to minimize the time that sidewalks and driveways that service businesses and residences would be closed during construction.

As part of the traffic management studies, a Traffic Management Plan (TMP) was prepared for the proposed project (California Department of Transportation 2018b). The TMP identified various traffic/transportation impacts that would occur during construction of the project. In addition, the TMP identified measures to be implemented during construction to minimize traffic/transportation impacts. The following measures shall be implemented to minimize potential impacts on traffic and transportation/pedestrian and bicycle facilities:

#### Public Outreach

Prior to construction, the following public outreach efforts shall be made to the local community:

- Sending letters to homeowners, businesses, property owners, and public agency offices adjacent to the proposed project notifying them about the proposed project.
- Coordination with the Yreka Chamber of Commerce and Rotary Club.
- Coordinating with the City, County, and local hospital to ensure that emergency response personnel and public transportation providers are aware of the proposed project and to identify alternate routes and transit stops during construction.
- Coordinating with local school districts to ensure that the proposed project will have minimal disruption on transporting students to and from schools.
- Coordinating with the local trucking community, particularly for work occurring at the Moonlit Oaks intersection.
- Publishing public notices in the local newspaper.
- Advertising on local radio stations.

#### Vehicle Traffic

- Detours: If detours are necessary during construction, traffic would be routed around work areas using Interstate 5.
- Lane/Ramp Closures: On SR 3 and SR 263, lane closures will be allowed anytime, except on designated legal holidays and during special events. On Interstate 5, up to two ramp closures would be allowed at any one time. 24-hour traffic control would be required when traffic is on an unpaved surface or when closure of a roadway segment is allowed for an extended period of time. During periods when no construction is scheduled, the full width of the roadway and/or ramps shall be

provided. A minimum 11-foot-wide lane shall be provided at all times to accommodate large trucks.

- **Motorist Information:** A portable changeable message sign shall be placed before the first traffic control sign for each approach with more for advance notice of highway and ramp closures, detours, and work speed zone reduction.

#### Bicyclists

During construction, bicyclists would be subject to stop and delay or may travel past the work zone using the open lane (the same lane that vehicle traffic would use).

#### Pedestrians

During construction, when pedestrian facilities are closed, pedestrian detours shall be provided.

#### Maintain Access to Businesses

Access to businesses shall be maintained during normal business hours.

### **CEQA Conclusion**

The proposed project would not conflict with any applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of traffic circulation. The proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). The proposed project would not substantially increase hazards due to a design feature or add any permanent physical barriers that would impede or result in inadequate emergency access. With implementation of the above minimization measures, construction-related impacts on transportation would be reduced to levels that are less than significant.

## **3.11 Utilities and Service Systems**

### **Affected Environment**

Various utility service providers serve the community of Yreka. Underground utilities and service systems include potable water, sewer, and stormwater pipelines maintained by the City of Yreka, propane gas pipelines maintained by Suburban Propane, and fiber optic lines maintained by Hunter Communications. Above-ground utilities and service systems include utility poles and associated cables maintained by the Pacific Power & Light Company and solid waste collection services provided by the City. All of these utility service providers have infrastructure within the project area. In the project vicinity, solid waste disposal for the City occurs at the County-maintained Pelletier Transfer Station, which is located approximately one mile east of town.

### **Environmental Consequences**

The proposed project would require extensive utilities work and expansion/maintenance of the existing stormdrain system. The project would not involve any planned loss of water, electrical, gas for residences and/or businesses during construction. In the event that unforeseen utilities conflicts arise or existing utilities are impacted during construction, utilities may be turned off for short periods at these locations. Approximately 14,000 lineal feet of new stormdrains would be installed to accommodate the 10-year storm event and approximately 85 existing stormdrain culverts (totaling approximately 7,000 lineal feet) would undergo maintenance, repair, or

replacement. The earthwork required to perform the utilities and stormdrain work has the potential to degrade water quality and the aquatic environment.

The project is not anticipated to disrupt solid waste collection services. Construction of the project would generate approximately 40,000 cubic yards of asphalt grindings and other waste. Grindings and other construction debris would become property of the contractor and may be reused onsite and/or would be disposed of at two disposal sites located within Caltrans' right-of-way along SR 3 approximately three miles southwest of Yreka. The reuse of some grindings onsite and disposal of excess grindings and other construction debris at the two designated disposal sites would avoid impacting capacity at the local landfill.

### **Avoidance/Minimization Measures**

The following measures shall be implemented to minimize potential impacts to water quality and the aquatic environment:

- Prior to any ground-disturbing activities, the contractor shall prepare a SWPPP that identifies measures to be implemented for erosion control, spill prevention, and construction waste containment. These measures shall be implemented during construction to minimize impacts on water quality and the aquatic environment.

### **CEQA Conclusion**

The proposed project does not require a water supply or a wastewater treatment provider to service the project. Once built, the project would not be a source of waste material. With the reuse of some asphalt grindings and utilization of the two disposal sites, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. As such, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. With implementation of measures for erosion control, spill prevention, and construction waste containment, the proposed project would have a less than significant impact on the environment and would have a less than significant impact on utilities and service systems.

## Chapter 4. List of Preparers

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This Initial Study was prepared by the California Department of Transportation, North Region Office of Environmental Management, with input from the following staff:

**Wesley Stroud**, Office Chief  
Contribution: Document oversight

**Keith Pelfrey**, Senior Environmental Planner  
Contribution: Document oversight

**Darrin Doyle**, Environmental Planner  
Contribution: Document writer

**Marla Despas**, Biologist  
Contribution: Biological resource surveys and reports

**Russel Adamson**, Archaeologist  
Contribution: Cultural resource surveys and reports

**Rajive Chadha**, Hazardous Waste Specialist  
Contribution: Initial site assessment report

**Logan Moore**, Landscape Associate  
Contribution: Visual resource report

**Michael Webb**, Project Manager  
Contribution: Project management

**Sean Shepard**, Project Manager  
Contribution: Project management

**Travis Gurney**, Engineer  
Contribution: Project design

**Youngil Cho**, Air Quality Specialist  
Contribution: Air quality/greenhouse gas analysis

**Miguel Villicana**, NPDES Coordinator  
Contribution: Water quality assessment report

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## Chapter 5. References

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## Appendix A Site Plan

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## Structural Sections

Structural Section	County-Route-Post Mile Range
1	SIS-3-R46.8 to L47.3
2	SIS-3-L47.3 to L48.2
3	SIS-3-L48.2 to L48.9
4	SIS-3-L48.9 to SIS-3-L49.9
5	SIS-3-L49.9 to L50.0 & SIS-263-49.1 to 49.4
6	SIS-3-L50.0 to R47.6
7	SIS-3-R47.6 to R48.0







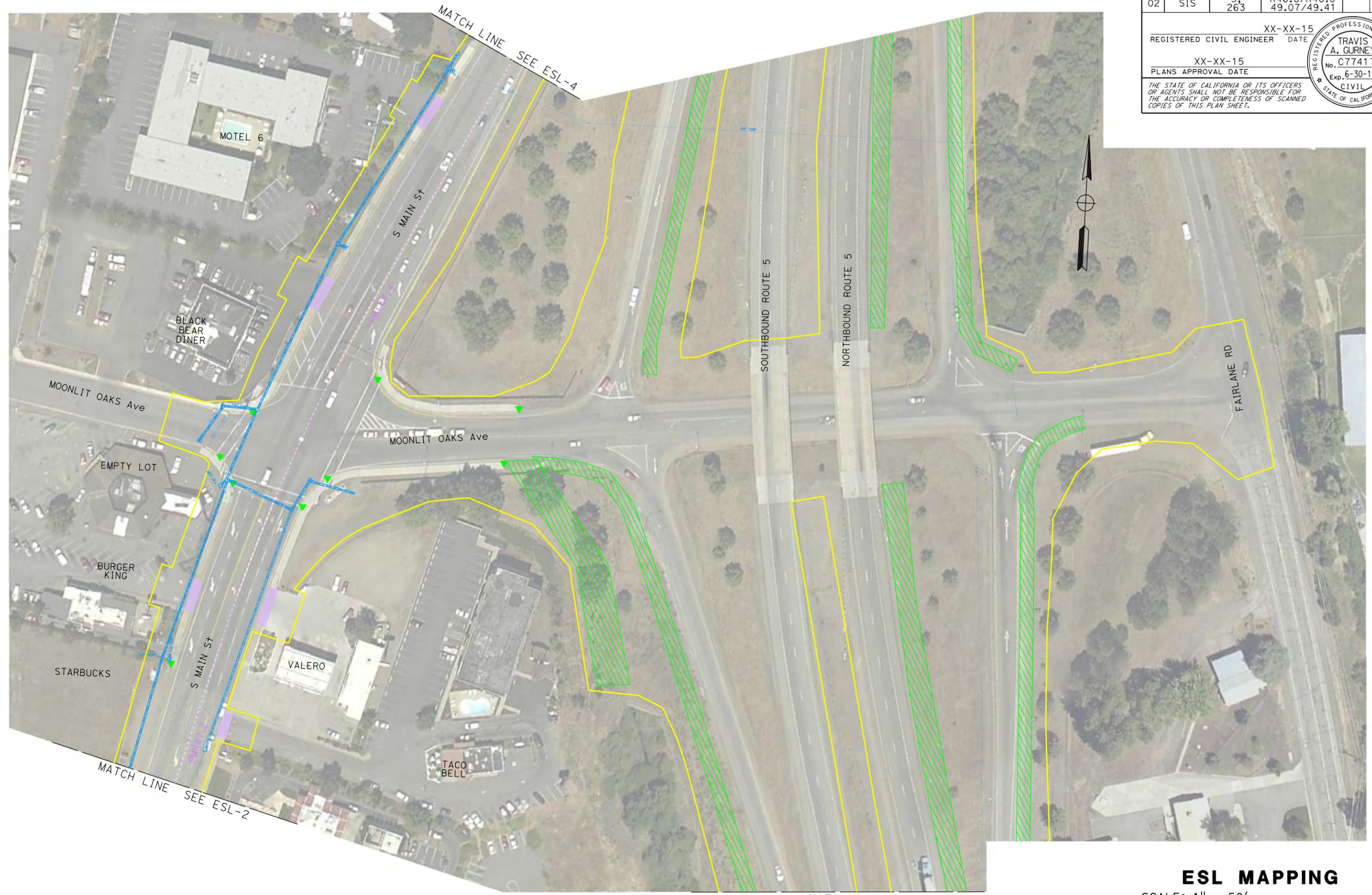
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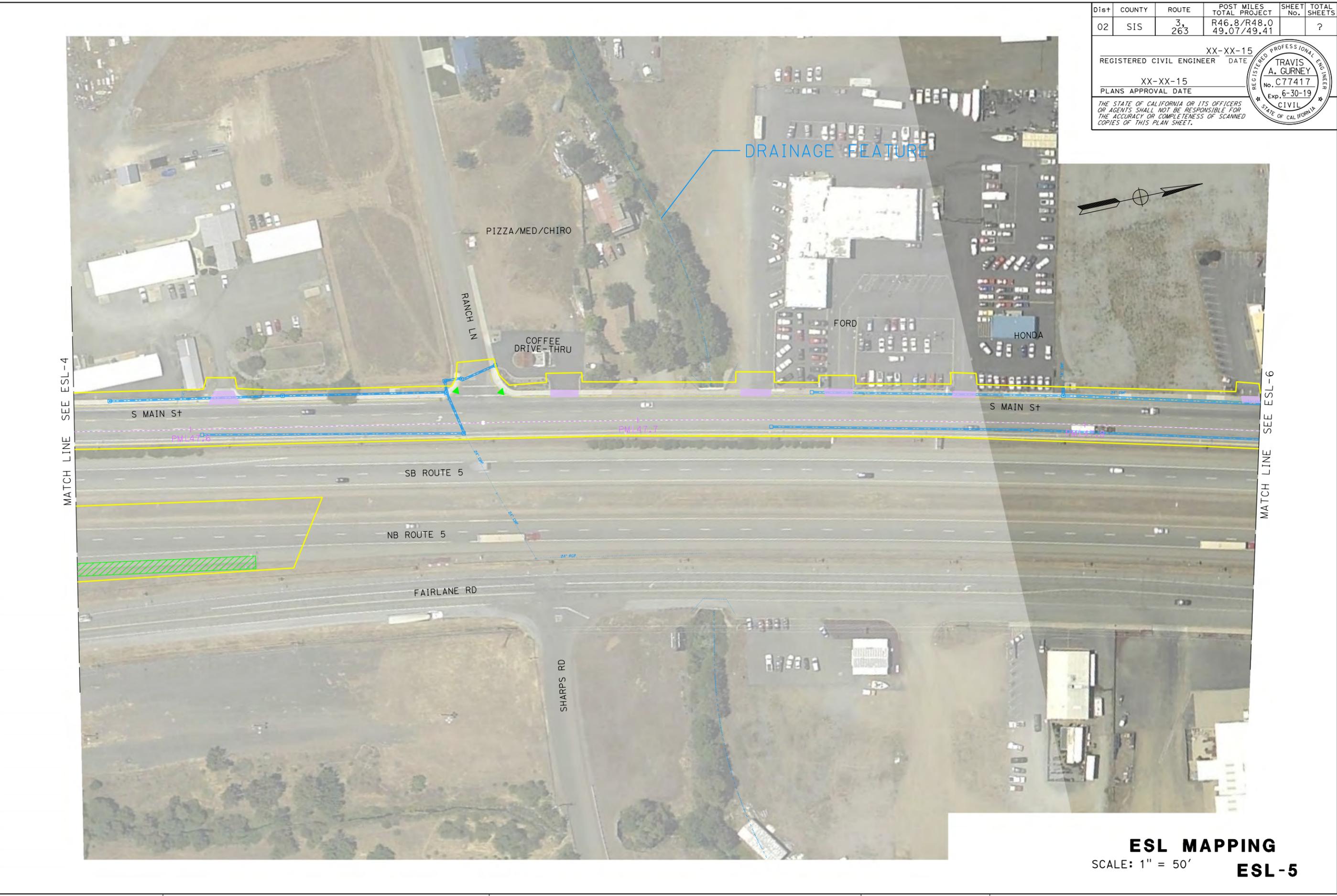
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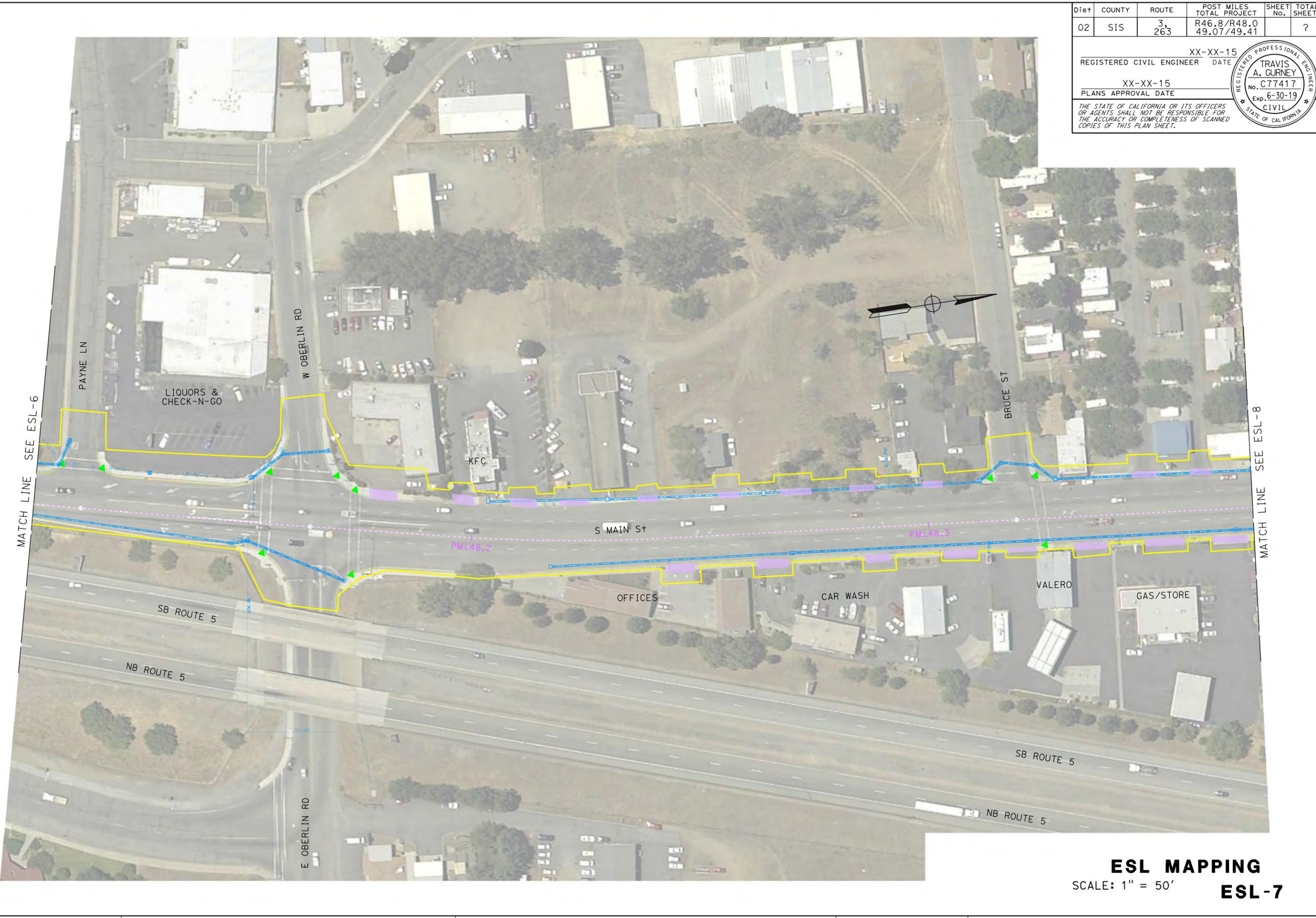
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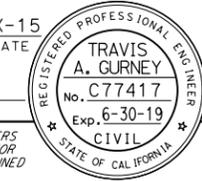


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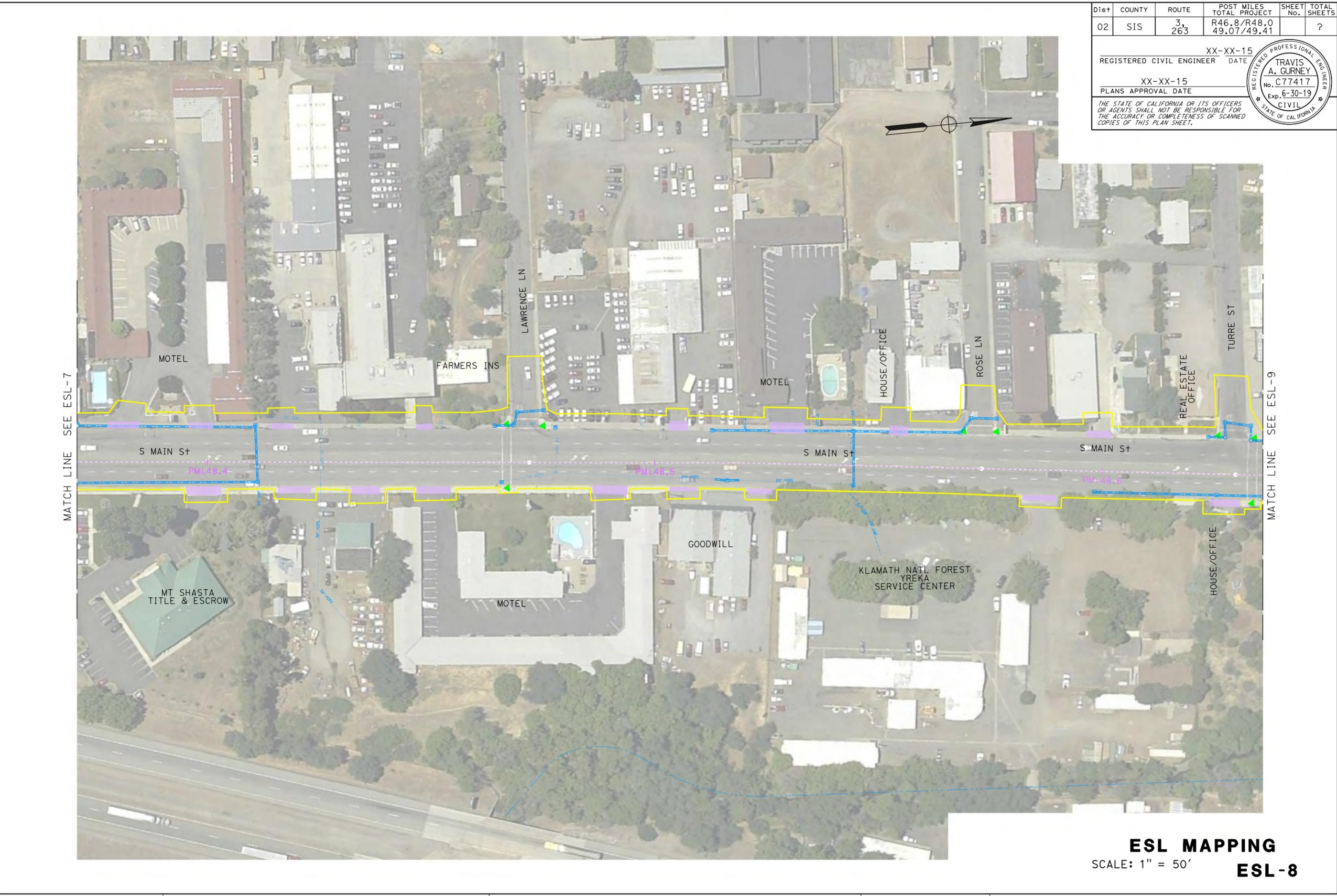


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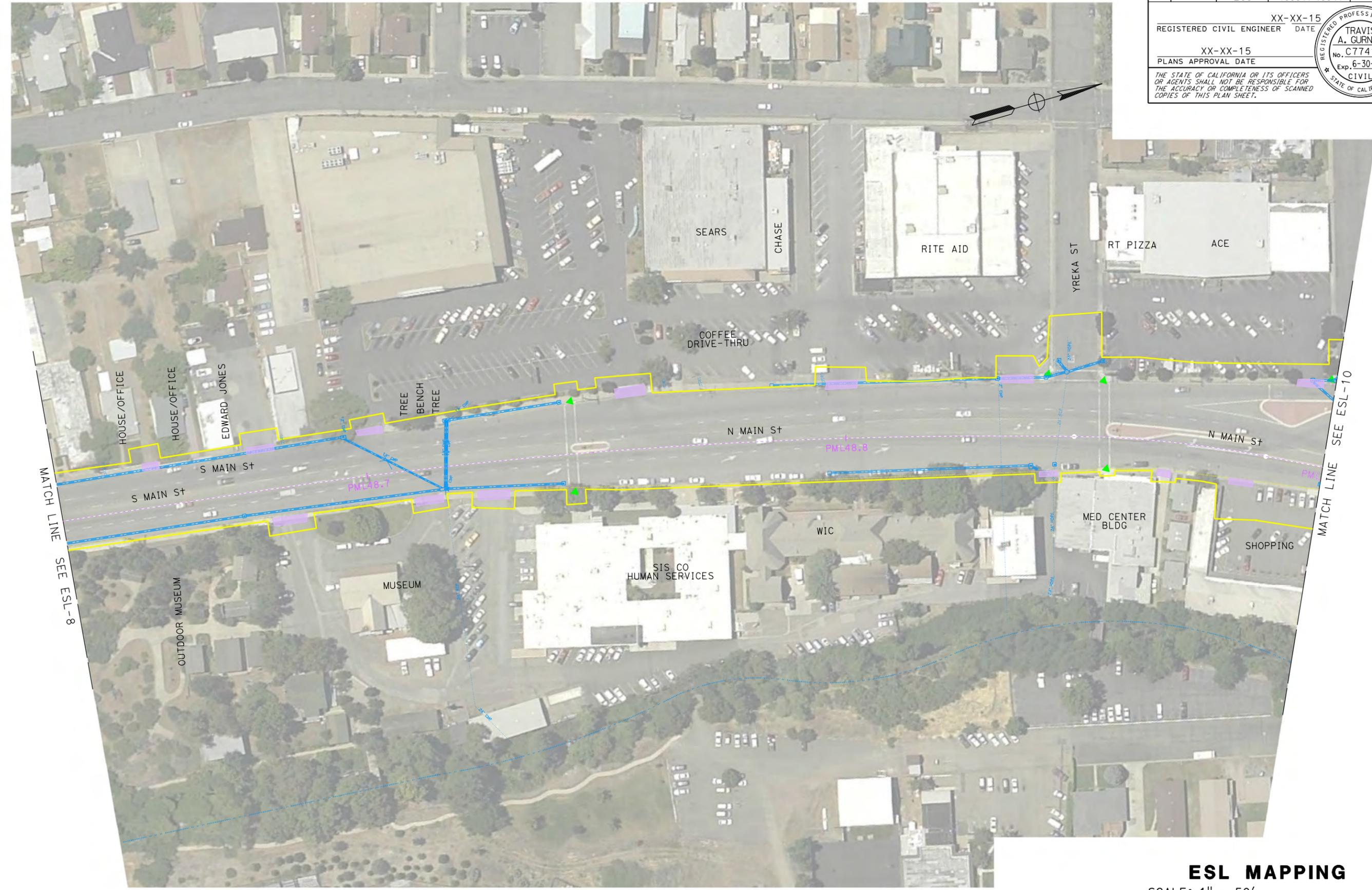
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Exp. 6-30-19  
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**ESL MAPPING**  
SCALE: 1" = 50'  
**ESL-17**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**St. Gobans**

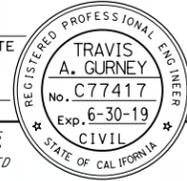
FUNCTIONAL SUPERVISOR  
 CALCULATED-DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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**ESL MAPPING**  
 SCALE: 1" = 50'  
**ESL-18**



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# **Appendix B Public Comments Received and Responses to Comments**

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**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT  
1031 BUTTE STREET, MS#93  
REDDING, CA 96001  
PHONE (530) 225-3530  
FAX (530) 225-3324  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

March 12, 2020

Janet Thomas  
Jolley's Club Station  
605 South Main Street  
Yreka, CA 96097

Dear Ms. Thomas,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME J. Peter Thomas  
 ADDRESS 605 So. Main St. Yreka  
 ORGANIZATION Jolley's Club Saloon EMAIL j.thomas5930@abcglobal.net

I would like to be kept up to date on any changes concerning my property and boardway as my ingress and egress are on both main and boardway streets.

crosswalk on main at Jolley's going to Econolodge and downtown needs to be addressed.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Caltrans would coordinate with the owner of Jolley's Club Saloon concerning any changes to the property and work occurring near the business.

The crosswalk on Main Street between Econolodge and Brand' N Iron may be re-striped to improve visibility. Traffic striping is also proposed to be reconfigured in this area in a way that is expected to improve pedestrian safety.

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March 12, 2020

Linda Williams  
Raley's  
1842 Fort Jones Road  
Yreka, CA 96097

Dear Ms. Williams,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Raley's Linda Williams  
 ADDRESS 1847 Fort Jones Rd C. 916-601-7479  
 ORGANIZATION Raley's EMAIL 247dot@raleys.com

1. Concerned about customers being able to enter our parking lot.  
 - Love that you are using concrete Thank you
2. Would really appreciate having notifications when we will be impacted to help us with scheduling.
3. Appreciate how well this project is being communicated.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Access to the Yreka Junction shopping mall will be maintained during normal business hours throughout construction. Caltrans will coordinate with local business owners to inform them when work will be scheduled near their businesses.

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a California Way of Life.*

March 12, 2020

Kim Vandewalker  
1299 South Main Street  
Yreka, CA 96097

Dear Ms. Vandewalker,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)



## COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Kim Vandewalker  
ADDRESS 1299 S Main St  
ORGANIZATION Yreka Mailbox EMAIL yrekamailbox@yahoo.com

Yreka Mailbox is on the Northwest corner of Oberlin & Main in the L-shaped building.  
Our hours are 9-5 Monday-Friday.  
We are closed on weekends (Sat + Sun)

Would appreciate if you could schedule construction after 5pm weekdays or on weekends.

Also, we have ingress on Main St as well as narrow access on Oberlin and would appreciate ~~not~~ construction not blocking both access paths at the same time

Thank you for addressing our concerns! - Kim

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1667 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Work would generally be conducted on weekdays and weekends and during day and night so that the project can be completed as quickly as possible and minimize long-term impacts to local businesses. Work at major intersections would be accomplished using ~55-hour, half-closures of the intersection, which would still allow most traffic to move through intersections.

Caltrans and contractor personnel are sensitive to the need to maintain business access and should not need to close both accesses simultaneously.

**DEPARTMENT OF TRANSPORTATION**

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March 12, 2020

Scott Billingsley  
Siskiyou Transit and General Express  
190 Greenhorn Road  
Yreka, CA 96097

Dear Mr. Billingsley,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Scott Billingsley  
 ADDRESS \_\_\_\_\_  
 ORGANIZATION Siskiyou County EMAIL sbillingsley@co.siskiyou  
STAGE CA.US

Bus stops

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Caltrans is currently coordinating with STAGE to identify opportunities for improvement at existing and proposed new bus stops. The project would facilitate better access to two existing and seven proposed STAGE stops within the project area by improving curbside space and restricting parking in front of bus loading areas by designating the space with painted curb, signs or similar.

**DEPARTMENT OF TRANSPORTATION**

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March 12, 2020

Jeff Stone  
909 Bennett Drive  
Yreka, CA 96097

Dear Mr. Stone,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Jeff Stone  
 ADDRESS 909 Bennett Dr Yreka  
 ORGANIZATION \_\_\_\_\_ EMAIL stonepetts2@gmail.com

- Please install traffic lights at Miner St, like the other two lights at Oberlin + Mountain Oaks.
- Install crosswalk at Oberlin (east side of intersection)
- Clean up responsibility for sidewalks (City vs. Caltrans)
- I like the proposal to reduce 4 lanes to 2 lanes + bike lanes between Broadway + Oberlin

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

## Response to Comment

Caltrans proposes to improve the traffic signals at the intersection of Main Street and Miner Street and will evaluate the feasibility of improving the signal phasing at this intersection.

Caltrans will evaluate the feasibility of installing a crosswalk at the eastern leg of the intersection of Main Street and Oberlin Road.

Caltrans will acquire additional right-of-way at various locations so that the improved or new sidewalks are entirely within Caltrans' right-of-way. Maintenance of these sidewalks would be determined through a maintenance agreement between Caltrans and the City of Yreka.

The traffic-calming element was included in the project in part because it would improve pedestrian safety along this segment of Main Street.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Grace Bennett  
101 South Fairchild Street  
Yreka, CA 96097

Dear Ms. Bennett,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



## COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Luce Bennett  
ADDRESS 101 S. Larchfield Yreka  
ORGANIZATION Caltrans Interpretive & Information Center EMAIL gben@snowcroft.net

Lights for pedestrians on road from Oberlin to  
Jolley Club. Bruce St. crosswalk  
Make sure south shopping area congestion plan  
Yreka's Bike plan.  
Grindings for parking lot at Hibbard Field  
on Hospital Road.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

The proposed project does not currently include the installation of any additional pedestrian lighting, including the area along Main Street between Oberlin Road and Jolley Club Station. New lighting would require a maintenance agreement between Caltrans and the City of Yreka. Rapid flashing beacons are proposed at three crosswalks within the project area, including the intersection of Main Street and Bruce Street (near the Valero gas station). Construction of the rapid flashing beacons depends on a cooperative agreement with the City of Yreka. Caltrans will discuss these options with the City of Yreka to determine their feasibility.

Caltrans will have a traffic management plan in place to minimize traffic congestion during construction. The traffic management plan will apply to all portions of the project area, including the retail shopping centers at the southern portion of the project area. Other methods to reduce traffic congestion during construction include project staging (e.g., timing of work and how the project is built). Caltrans, in cooperation with the City of Yreka, is also evaluating Route 3 south of Moonlit Oaks Avenue for opportunities to improve operations after construction is complete.

Goal CI.5 in the Circulation element in the *City of Yreka General Plan 2002–2022* is to provide safe, convenient and attractive routes for pedestrians and bicyclists of all ages throughout Yreka. The proposed project is consistent with this goal because it includes improvements to existing sidewalks and installation of Class II and Class III bicycle lanes along sections of Main Street.

Asphalt grindings are the property of the contractor and have economic value because they can be recycled into the new roadway materials to reduce project costs. If excess asphalt grindings are available, Caltrans or the contractor will coordinate with the Siskiyou County Golden Fair to determine whether it is feasible to provide excess asphalt grindings to the Fair for their use.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Ken Barnes  
West Miner Street Meat Market  
200 West Miner Street  
Yreka, CA 96097

Dear Mr. Barnes,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)



## COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Ken Barnes 530-340-5354  
ADDRESS 200 W. Miner  
ORGANIZATION Miner St. Meat Market EMAIL \_\_\_\_\_

- Your comments about doing the ~~at~~ major intersections during the weekends was presented as a great benefit to us. In reality our tourism is based on getting cars off the freeway on weekends. Could you consider working nights to reduce the economic impact on small businesses?

- Could you extend the work season? For example you could easily be working now for several weeks and its February - no reason to do all the work during our important summer season - for 3 years!

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Work would be conducted both on weekdays and weekends, day and night to complete the project as quickly as possible and minimize long-term impacts to local businesses. Work at major intersections would be accomplished using ~55-hour, half-closures of the intersection, always allowing most traffic through the intersections. Caltrans is considering the community and business value of weekends and evaluating alternative closure times (middle weekdays) at locations where small businesses will be most affected. The team seeks to balance acceptable productivity and construction costs with minimized community disruption.

The work season will be extended beyond the (June through August) summer months as the weather allows, to complete the project as quickly as possible.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

David Franklin  
1516 Dove Lane  
Yreka, CA 96097

Dear Mr. Franklin,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME David Franklin  
 ADDRESS 1516 Bone Lane Yreka CA  
 ORGANIZATION \_\_\_\_\_ EMAIL df Franklin @ att.net

Please consider an additional sidewalk at the Main/Oberlin Overpass

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

The proposed project does not include the addition of a new sidewalk along the north side of Oberlin Road beneath the Interstate 5 bridges. Although this portion of Oberlin Road is technically within the Freeway right of way, the construction, maintenance and operation of this local road is the responsibility of the City of Yreka and State Highway Account funds may not be used to construct improvements there.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Cliff Munson  
Siskiyou County Golden Fair  
1712 Fairlane Road  
Yreka, CA 96097

Dear Mr. Munson,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME CLIFF MUNSON  
ADDRESS 1712 FAIRVIEW RD  
ORGANIZATION SISKIYOU GOLDEN FAIR EMAIL cliffm@siskfair.com

WE WOULD LIKE THE GRINDINGS FOR OUR  
PARKING LOT.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Asphalt grindings are the property of the contractor and have economic value because they can be recycled into the new roadway materials to reduce project costs.

If excess asphalt grindings are available, Caltrans or the contractor will coordinate with the Siskiyou County Golden Fair to determine whether it is feasible to provide excess asphalt grindings to the Fair for their use.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Bill Branch  
1288 South Main Street  
Yreka, CA 96097

Dear Mr. Branch,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Bill Branch  
ADDRESS 1288 S. Main St. Yreka CA 96097  
ORGANIZATION Dan Palmer Trucking Inc EMAIL bill@danpalmertrucking.com

*Requesting a PDF of the map -*

[Lined area for handwritten comments]

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

A pdf map of the project area and pdf's of the other posters from the Open House meeting have been provided to the individual.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Debbie Scott  
328 West Miner Street  
Yreka CA 96097

Dear Ms. Scott,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



## COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Debbie Scott  
ADDRESS 328 W Miner St  
ORGANIZATION Zephyr Book & Coffee EMAIL davelanescotts@yahoo.com

As a business owner I would love to see additional attention paid to beautifying our main st. I feel that it would assist visitors in having a more pleasant impression of the quality of our town.

If a planted meridian down or within the center of main st. is not a possibility, perhaps some effects could be made along the side walks or install parkettes instead of a few parking spots here & there.

Many tourist towns are able to safely navigate maintaining planted meridians. There are low maintenance options.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Improving the aesthetics of Main Street with planters along sidewalks and use of parklets is not part of the purpose and need of the current project and was therefore not included in the scoped work. During the early planning for the project, Caltrans proposed to incorporate planters into the work scope at various locations within the project area for stormwater treatment. However, the City of Yreka was concerned about the long-term success of plantings and maintenance of planters and the concept was not preferred.

Opportunities may still exist outside of this project for property owners to partner with Caltrans for parklet installations.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Calvin Hays  
1010 North Main Street  
Yreka, CA 96097

Dear Mr. Hays,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.

Project Manager

(530) 225-3530

sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Calvin Hays (530)905-  
ADDRESS 1010 N. main St, Yreka 2443  
ORGANIZATION \_\_\_\_\_ EMAIL \_\_\_\_\_

We are ~~at~~ right past the project +  
want to make sure noone parks on  
our property without prior permission

Thank you.

Lisa Robustellini  
(530) 643-0449

*see Holly Mathews  
RW*

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Caltrans and our agents (including contractors) will coordinate with property owners to obtain permission before parking vehicles and equipment on private property.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Steve Radford  
409 Evergreen Lane  
Yreka, CA 96097

Dear Mr. Radford,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Steve Rodford  
 ADDRESS 409 Twingreen Ln Yreka  
 ORGANIZATION \_\_\_\_\_ EMAIL 19nconstruction@snocrest.net

Thanks for coming. Really looking forward to the improvements.

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EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Caltrans held this public meeting to inform the local community about the proposed project and to receive community input. Thank you for attending.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

1031 BUTTE STREET, MS#93

REDDING, CA 96001

PHONE (530) 225-3530

FAX (530) 225-3324

TTY 711

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March 12, 2020

Josh Gomes  
Shasta Valley Chainsaw  
1445 South Main Street  
Yreka, CA 96097

Dear Mr. Gomes,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Shasta Valley Chainsaw  
 ADDRESS 1445 South Main St. Yreka Ca. 96097  
 ORGANIZATION \_\_\_\_\_ EMAIL Shasta Valley Chainsaw  
Josh Gomes Owner Cell (530) 598-6614  
Shop (530) 842-4270

I would like the Driveway widened. It is  
hard for a car to pull out and one pull in at the  
same time. It slows traffic and could cause  
a accident.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Caltrans will coordinate with the owner of Shasta Valley Chainsaw to determine whether it is feasible to widen the driveway entrance along Main Street.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Lynne Anderson  
17537 Gopher Ct.  
Weed, CA 96094

Dear Ms. Anderson,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)



## COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME LYNNE ANDERSON 530-578-8788  
ADDRESS 17537 GODDARD CT, WREDA, CA 96094  
ORGANIZATION RETIRED EMAIL NORCAL2002@GMAIL.COM

- SPECIAL TRAFFIC HANDLING PLANS SUBMITTED BY CONTR. FOR PUBLIC TRAFFIC AND CONST/TRUCKS / SUPPLIERS TRAFFIC. PROHIBIT HEAVY EQUIP. OR TRUCKS ON MAIN ST.
- S. OREGON FEEDS INTO EVERGREEN SCHOOL & DIRECTLY PASSES JACKSON ST. SCHOOL & LIBRARY. KEEP TRUCK TRAFFIC ON MAIN ST.
- FIX TRAFFIC ISSUES AT BROADWAY "Y".
- WINTER SHUTDOWN DURING SNOW MONTHS.
- CHECK FOR WEIGHT LIMITS DUE TO OLD MINING & TUNNELS UNDER THE STREETS.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Caltrans has prepared a traffic management plan data sheet that identifies Interstate 5 as the designated detour motorists can use to bypass much of the construction activities. In general, when a lane closure on Main Street is required, both directions of traffic would be shifted to the open lane and median (if available). When a lane closure is required on Main Street between Moonlit Oaks Avenue and Oberlin Road, southbound traffic would use the open lane and northbound traffic would use the Interstate 5 detour. The final traffic management plan and contract traffic specifications will be informed by appropriate weight and size limitations for our construction traffic on the local streets.

Caltrans is attempting to verify no mining tunnels exist under Route 3 or 263 within the project limits.

The City of Yreka is responsible for establishing size and weight restrictions for their local roads. Caltrans will also consider contractual ways to further reduce impacts from construction traffic to local traffic patterns.

Construction activities would continue only while weather permits.

The proposed project would reconfigure the intersection of Main Street and Broadway to improve safety.

**DEPARTMENT OF TRANSPORTATION**  
PROGRAM/PROJECT MANAGEMENT  
1031 BUTTE STREET, MS#93  
REDDING, CA 96001  
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FAX (530) 225-3324  
TTY 711  
www.dot.ca.gov



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March 12, 2020

Mary Boley  
(no address provided)

Dear Ms. Boley,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME MARY BOLEY

ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

EMAIL BOLEY MARY 42 @  
gmail.com

intersection of Main St, Broadway &  
Yreka St. can be a problem.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

The proposed project would reconfigure the intersection of Main Street and Broadway to improve safety.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Larry Meyer  
(no address provided)

Dear Mr. Meyer,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
sean.shepard@dot.ca.gov



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Larry Meyer  
ADDRESS \_\_\_\_\_  
ORGANIZATION \_\_\_\_\_ EMAIL \_\_\_\_\_

I request a right turn lane  
for North Bound Main St to  
Moonlit Oaks.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

The proposed project does not currently include the addition (either through re-striping pavement or roadway widening) of a right-turn-only lane on northbound Main Street to access Moonlit Oaks Avenue. Caltrans will coordinate with the City of Yreka to examine the feasibility of this striping change and its effect on operations.

**DEPARTMENT OF TRANSPORTATION**

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March 12, 2020

Mike Grifantini  
(no address provided)

Dear Mr. Grifantini,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Mike Grifantini  
 ADDRESS \_\_\_\_\_  
 ORGANIZATION Citizen EMAIL \_\_\_\_\_

Suggest that the segment from Moonlight Dr. to Outsen Rd (along S Main St Hwy 3) be assessed re how to better address safety with all of the turning off s on from Hwy 3 into businesses

Thanks,  
 Mike

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

The purpose of the project is to rehabilitate the existing roadway and sidewalks. In cooperation with the City of Yreka, design options are being evaluated to improve operations and turning movements between Outsen Road and Moonlit Oaks Avenue.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

1031 BUTTE STREET, MS#93

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FAX (530) 225-3324

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March 12, 2020

(no name or address provided)

Dear Contributor,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.

Project Manager

(530) 225-3530

[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)



# COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 ORGANIZATION \_\_\_\_\_ EMAIL \_\_\_\_\_

1 FLASHING LIGHT AT CROSS WALKS BY VALERO GAS STATION  
 2 ROUTE SPEED LIMITS

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

### Response to Comment

Rapid flashing beacons are proposed at three crosswalks within the project area, including the intersection of Main Street and Bruce Street (near the Valero gas station). Construction of the rapid flashing beacons depends on a cooperative agreement with the City of Yreka.

The proposed project does not propose to change the speed limits on Main Street (Route 3).

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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March 12, 2020

Gavin McCreary  
California Department of Toxic Substances Control  
8800 Cal Center Drive  
Sacramento, CA 95826-3200

Dear Mr. McCreary,

The California Department of Transportation (Caltrans) would like to thank you for commenting on the draft Initial Study for the Yreka Rehabilitation project in the City of Yreka in Siskiyou County. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.  
Project Manager  
(530) 225-3530  
[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)



**Jared Blumenfeld**  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Meredith Williams, Ph.D., Director  
8800 Cal Center Drive  
Sacramento, California 95826-3200



**Gavin Newsom**  
Governor

March 2, 2020

Mr. Darrin Doyle  
California Department of Transportation  
1657 Riverside Drive, MS 30  
Redding, California 96001

**NEGATIVE DECLARATION FOR YREKA REHAB PROJECT – DATED  
FEBRUARY 4, 2020 (STATE CLEARINGHOUSE NUMBER: UNKNOWN)**

Dear Mr. Doyle:

The Department of Toxic Substances Control (DTSC) received a Negative Declaration (ND) for Yreka Rehab Project. The California Department of Transportation is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting. The purpose of the project is to rehabilitate the existing pavement to current design standards, increase the service life of the roadway, improve rideability for motorists, provide a multi-modal facility, establish system linkage, and improve safety for pedestrians, bicyclists, and motorists.

DTSC recommends that the following issues be evaluated in the ND Hazards and Hazardous Materials section:

1. The ND should acknowledge historic or future activities on or near the project site that may have the potential to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The ND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in

and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in ND.

3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* ([https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance\\_Lead\\_Contamination\\_050118.pdf](https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf)).
4. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 *Information Advisory Clean Imported Fill Material* ([https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP\\_FS\\_Cleanfill-Schools.pdf](https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf)).
5. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the ND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (<https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Aq-Guidance-Rev-3-August-7-2008-2.pdf>).

DTSC appreciates the opportunity to review the ND. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: [https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP\\_App-1460.doc](https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc). Additional information regarding voluntary agreements with DTSC can be found at: <https://dtsc.ca.gov/brownfields/>.

Mr. Darrin Doyle  
March 2, 2020  
Page 3

If you have any questions, please contact me at (916) 255-3710 or via email at [Gavin.McCreary@dtsc.ca.gov](mailto:Gavin.McCreary@dtsc.ca.gov).

Sincerely,



Gavin McCreary  
Project Manager  
Site Evaluation and Remediation Unit  
Site Mitigation and Restoration Program  
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research  
State Clearinghouse  
[State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov)

Ms. Lora Jameson, Chief  
Site Evaluation and Remediation Unit  
Department of Toxic Substances Control  
[Lora.Jameson@dtsc.ca.gov](mailto:Lora.Jameson@dtsc.ca.gov)

Mr. Dave Kereazis  
Office of Planning & Environmental Analysis  
Department of Toxic Substances Control  
[Dave.Kereazis@dtsc.ca.gov](mailto:Dave.Kereazis@dtsc.ca.gov)

### **Response to Comment**

1. The hazardous waste section of the Initial Study has been modified to acknowledge that the proposed project is located within a primarily urban environment and existing hazardous wastes/toxic substances may be present in the project area. In addition, hazardous wastes/toxic substances could be released during construction as a result of spills and/or leaks. The Initial Study identifies project activities that would require various hazardous waste investigations. If hazardous materials are present and remediation is required, Caltrans would coordinate with the California Environmental Protection Agency to provide oversight.

2. As described in the hazardous waste section, prior to initiating ground-disturbing activities and bridge work, a site investigation for aurally deposited lead and asbestos would be conducted to determine whether hazardous soils/asbestos are present and what actions, if any, would be required.

3. No buildings are proposed to be demolished.

4. No imported soil would be utilized for the project.

5. No prior weed abatement activities or agricultural activities are known within the project area.

**DEPARTMENT OF TRANSPORTATION**

PROGRAM/PROJECT MANAGEMENT

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REDDING, CA 96001

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FAX (530) 225-3324

TTY 711

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March 19, 2020

John Richter  
1018 Quarry Ct.  
Yreka, CA 96097

Dear Mr. Richter,

The California Department of Transportation (Caltrans) would like to thank you for commenting on the draft Initial Study for the Yreka Rehabilitation project in the City of Yreka in Siskiyou County. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Sean Shepard".

SEAN SHEPARD P.E.

Project Manager

(530) 225-3530

[sean.shepard@dot.ca.gov](mailto:sean.shepard@dot.ca.gov)

**From:** [Shepard, Sean E@DOT](mailto:Shepard_Sean_E@DOT)  
**To:** [richter@yreka.us](mailto:richter@yreka.us)  
**Cc:** [Stroud, Wesley D@DOT](mailto:Stroud_Wesley_D@DOT); [Doyle, Darrin@DOT](mailto:Doyle_Darrin@DOT); [Gurney, Travis A@DOT](mailto:Gurney_Travis_A@DOT)  
**Subject:** Yreka Rehab Caltrans District 2 (02-1H520)  
**Date:** Thursday, March 19, 2020 10:21:06 AM  
**Attachments:** [02-1H520 Yreka Rehab Displays \(reduced-size\).pdf](#)

---

Greetings John,

I enjoyed our phone conversation earlier this morning and appreciate the background and clarity you provided for your written questions. Attached is a pdf of the strip map and posters displayed at the Open House meeting in Yreka.

As we discussed, your emailed questions (further informed by our phone conversation) will be answered in writing through our Environmental Analysis division prior to release of the final environmental document. Thanks for your interest.

---

**Sean Shepard, PE**

Project Manager, District 2  
(530) 225-3530 | (530) 945-1932



**From:** John Richter <[richter@yreka.us](mailto:richter@yreka.us)>  
**Date:** March 18, 2020 at 4:05:49 PM PDT  
**To:** "Stroud, Wesley D@DOT" <[wesley.stroud@dot.ca.gov](mailto:wesley.stroud@dot.ca.gov)>  
**Subject:** Yreka Rehab Caltrans District 2

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Mr. Stroud:

I own property fronting on N. Main St. and Fort Jones Rd. Would you be so kind as to let me know if you are starting the project from the North to the South or South to North?

Will Caltrans be putting in curb, gutter and sidewalks along with handicapped street corners where there are none on Fort Jones Rd?

I know it's a long project but if you can estimate the approximate start and finish dates I would appreciate it.

Thank you,

John Richter  
1018 Quarry Ct.  
Yreka, CA 96097

530-905-3250

**Response:**

Order of construction is generally at the contractor's discretion. Construction could occur at multiple locations concurrently, may begin from the north and progress south, or may begin from the south and progress north. If the contractor elects to construct the project moving in a specific direction, it is more likely construction would begin from the south and progress to the north.

Caltrans will consider the feasibility of installing curb, gutter, and sidewalk along with ADA accessible corner ramps where there are none along the west side of State Route 3 (Fort Jones Road) within the project limits near the Walmart shopping center.

Utility relocation/replacement work in the project limits may be performed by parties external to Caltrans beginning in 2021. Construction of the Caltrans project is anticipated to begin in 2022 and is expected to be completed in 2024. Work on utilities/drainages is anticipated to begin in spring/summer 2022 and is expected to be completed in that same year. Curb, gutter, and sidewalk construction is anticipated to begin in 2022 and is expected to be completed in 2023. Pavement restoration typically follows curb, gutter and sidewalk reconstruction and may continue into 2024.

---

**Attachment F**  
**Right of Way Data Sheet**

State of California - Department of Transportation  
**RIGHT OF WAY DATASHEET**



**EA:** 1H520  
**PROJECT NO.:** 02 1700 0009  
**LOCATION:** 02-SIS-3/263 PM 49.07-49.41/R46.8-R48  
**Description:** Yreka Rehab  
 Roadway rehabilitation in Siskiyou County in Yreka on Route 3 from 0.4 mile north of Laura Lane to Juniper Drive and on Route 263 from Route 3 to 1.0 mile south of Long Gulch Road

**ALTERNATE:** 1  
**DATE:** 1/21/2020  
**Datasheet Type:** Annual Update

**1. Right of Way Cost Estimate:**

	Current Value Future Use	Escalation Rate	Escalated Value
<b>A. Total Acquisition Cost</b>	\$1,173,183	5%	\$1,301,411
<b>B. Appraisal Fees Estimate</b>	\$190,000	N/A	\$190,000
<b>C. Mitigation Acquisition &amp; Credits</b>	\$0		\$0
<b>D. Project Development Permit Fees</b>	\$0		\$0
<b>Subtotal</b>	\$1,363,183		\$1,491,411
<b>E. Utility Relocation (State's Share)</b> (Owner's Share: \$3,260,500 )	\$550,000	5%	\$610,115
<b>F. Relocation Assistance (RAP)</b>	\$2,850	5%	\$3,162
<b>G. Clearance/Demolition</b>	\$0		\$0
<b>H. Title &amp; Escrow</b>	\$115,500	5%	\$128,124
<b>I. Total Estimated Right of Way Cost</b>	\$2,031,533	<b>Rounded</b>	<b>\$2,233,000 *</b>
<b>J. Construction Contract Work</b>	\$0		

**2. Current Date of Right of Way Certification** March 7, 2022

**3. Parcel Data:**

Type	Dual/Appr	Utilities	Railroad
X	0	U4 - 1	C&M Agreement
A	137	- 2	Service Contract
B	14	- 3	Easements
C	0	- 4	Rights of Entry
D	0	U5 - 7	Clauses
RR	0	- 8	
<b>Total</b>	<b>151</b>	- 9	

Excess 0

Areas:	Mitigation	Misc. R/W Work
R/W	Impacts	RAP Displaces
TCE	Parcels	Clear/Demo
Excess	Credits	Permit to Enters
Mitigation		Condemnation
		USA Involvement

**4. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).**

There are approximately 152 residential and commercial properties in the project. Approximately 7 have outdoor signs that may need to be relocated and as many as 22 parcels have fencing that will need to be removed and replaced. Some of the parcels have improvements possibly located inside the Right of Way.

**5. Are any properties acquired for this project expected to be rented, leased, or sold?**

Yes \_\_\_\_\_ No   X  

**6. Are RAP displacements required?**

Yes \_\_\_\_\_ No   X  

No. of single family   N/A  

No. of business/nonprofit   N/A  

No. of multi-family   N/A  

No. of farms   N/A  

Based on Draft/Final Relocation Impact Statement/Study dated \_\_\_\_\_ N/A

  N/A   Sufficient replacement housing will be available without last resort housing.

  N/A   Sufficient replacement housing will not be available without last resort housing.

**7. Is there an effect on assessed valuation?**

Yes \_\_\_\_\_ No   X   Not Significant \_\_\_\_\_

**8. Are there any items of Construction Contract Work?**

Yes   X   No \_\_\_\_\_

Removal of fencing, remove and replace planter curbing, conform road approaches, remove some trees and other misc items.

**9. Are utility facilities or rights of way affected?**

Yes   X   No \_\_\_\_\_ Phase 4 Capital   \$1,755,250  

**Names of Utility Companies requiring verification only.**

**Names of Utility Companies requiring involvements.**

AT&T- telecommunications (overhead, underground & covers); Pacific Power- electric (overhead, underground & covers); Cal Ore- fiber optic (overhead, underground); Northland- telecommunications (overhead, underground & covers); City of Yreka- water (& covers); City of Yreka- sewer covers; Suburban Propane- gas & covers; Hunter Communications- fiber optic (overhead, underground & covers); Siskiyou Telephone- telephone (underground).

**Additional information concerning Utility Involvement on this project.**

Construction will need to be resourced in the 2 phase to inspect utility relocations.

**10. Are railroad facilities or rights of way affected?**

Yes \_\_\_\_\_ No   X   Phase 4 Capital   \$0

**11. Are USA Lands or Rights Affected?**

Yes  No  Phase 4 Capital \$0

**Agencies Involved:**

US Forest Service  BLM  Army Corps of Engineers   
National Parks  BIA  Veterans Administration   
US Fish & Wildlife  GSA

**Rights or Permissions to acquire:**

Easement  Special Use Permit  Courtesy Letter   
Right of Way Grant  Cooperative Work Agreement  Cost Recovery   
Mineral Agreement  Letter of Concurrence  Timber Sale

Project crosses through lands managed by Klamath National Forest. A temporary Special Use Permit (SUP) will be required to replace the sidewalk. Cost Recovery fees will apply. Costs associated with phase 9 are for the SUP and any damages to Klamath National Forest's landscaping.

**12. Is an RE Office required for the project?**

Yes  No

**Type of RE Office**

Modular  Move In

**13. Were any previously unidentified sites with hazardous waste and/or material found?**

Yes  None Evident

**14. Are there material borrow and/or disposal sites required?**

No  Optional  Mandatory

**15. Are there potential relinquishments and/or abandonments?**

Yes  No

**16. Are there any existing and/or potential airspace sites?**

Yes  No

**17. What type of mitigation is required for the project?**

Mitigation is not anticipated. See Assumptions and Limiting Conditions.

**18. Is it anticipated that Caltrans will perform all Right of Way work?**

Yes  No

**19. Indicate the anticipated Right of Way schedule and lead time requirements.**

Right of Way Lead Time will require a minimum of **24** months after we receive first appraisal maps, utility conflict maps, necessary environmental clearances and freeway agreements have been approved and obtained. Additionally a minimum of **24** months will be required after receiving the last appraisal map to Right of Way for certification.

**20. Assumptions and Limiting Conditions: (Check boxes that apply.)**

- Mapping did not provide sufficient detail to determine the limits of the right of way required.
- Transportation facilities have not been sufficiently designed to determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- Design will secure necessary encroachment permits from local agencies.
- Project permits are not required for the project.
- The data sheet estimate does not include Right of Way Engineering support costs.
- This data sheet assumes 25% of parcels will require condemnation and independent appraisal reimbursement will be required.
- All area measurements are rounded up to the nearest hundredths.
- This estimate assumes Environmental Permit and Mitigation costs have not changed since the last data sheet completed on 03/22/17. Changes to the Environmental estimate will require an updated RW Data Sheet.
- Estimates are based on hand drawn maps without clear Right of Way indicated.
- Design agreed for the purpose of this datasheet, it is assumed the contractor will remove the fencing and the grantors will replace. It is also assumed that the curb planters along sidewalk have fronts removed and replaced by contractor.
- This estimate includes incentive payments per Acquisition Incentive Program Memorandum dated 06/12/14.
- 

Evaluation Prepared By:

Right of Way  Date 1/21/20  
 for DEBBIE PETERSEN

Reviewed By  Date 1/21/20  
 RW Project Coordinator NEOMA WARD

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

  
 WILLIAM WALKER  
 Senior Right of Way Agent  
 Project Delivery Branch  
 Redding

1-21-2020  
Date

  
 KAREN E. HAWKINS  
 Assistant Chief  
 North Region Right of Way  
 Eureka/Redding

1-21-20  
Date

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**Attachment G**  
**Transportation Management Plan Data Sheet**

**TRANSPORTATION MANAGEMENT PLAN DATA SHEET**

**To:** Travis Gurney, PE  
Design  
02-0144, MS #76  
225-3533

**Date:** December 10, 2019

**File:** SIS-3-PM R46.8/R48.0 and  
SIS-263-PM 49.07/49.41

**From:** Department of Transportation  
District 2 - Office of Traffic Management

**EA:** 02-1H520 (02-1700-0009)

**Work:** YREKA REHAB

**1. POLICY**

The Caltrans Deputy Directive titled "Transportation Management Plans" (DD-60-R2) establishes the current policy for mitigating traffic impacts resulting from construction, maintenance, encroachment permit, planned emergency restoration, locally or specially funded, or other activities. The directive states that Transportation Management Plans (TMPs) and contingency plans shall be completed for all work activities on the State highway system. **The purpose of this Transportation Management Plan Data Sheet is to ensure all anticipated TMP costs are included in the Project Report (PR).**

**2. SCOPE OF WORK**

This project in Siskiyou County on State Routes 3 and 263 will remove and replace pavement. This project also includes ADA improvements to 100 curb ramps, 200 driveways and the installation of actuated pedestrian signal. The bridge rail on the Yreka Creek Bridge will be upgraded and drain inlets, light poles and utility covers will be relocated or adjusted. Designated bikeways and transit signage and pavement markings will also be included. The working days (WD's) for this project are estimated at 360. All working days will require traffic control. Construction is scheduled to occur between April 2022 and November 2024.

**3. FACILITY**

**ROADWAY:** Most of State Route 3 is a 2-lane highway that is the main route between Weaverville and Yreka with a curvilinear alignment through mountainous terrain. The project site is in the town of Yreka with the alignment mostly tangent and the terrain relatively flat. The number of lanes at the project location, varies from two to five 11-ft to 12-ft paved lanes with varying shoulders widths. The regulatory speed limit varies from 30 MPH to 55 MPH as shown in the table below.

State Route 263 connects to State Route 3 in Yreka and is on a tangent and mostly flat at this location. It is a 2-lane highway between Yreka and State Route 96. At this location, there are two to four 12-ft lanes (including turn lanes) with 2-ft to 8-ft shoulders. Speed limit is 35 MPH to PM 49.35 and 55 MPH after.

Co-Rte-Begin PM	Co-Rte-End PM	Speed Limit (MPH)
Sis-3-R46.2	Sis-3-R46.9	45
Sis-3-R46.9	Sis-3-L48.16	40
Sis-3-L48.16	Sis-3-L48.65	35
Sis-3-L48.65	Sis-3-L49.52	30
Sis-3-L49.52	Sis-3-L49.87	35
Sis-3-L49.87	Sis-3-R47.4	40
Sis-3-R47.4	Sis-3-R47.62	50
Sis-3-R47.62	Sis-3-R48.0	55
Sis-263-49.07	Sis-263-49.354	35
Sis-263-49.354	Sis-263-49.41	55

### 3. FACILITY – continued

#### TRAFFIC VOLUMES:

2017 AADT Volumes			
Description	Co-Rte-Reference PM (Leg)	Vehicle AADT Total*	Truck % Total Vehicles
Yreka, Moonlit Oaks Avenue	Sis-3-R47.264 (B)	15,500	2.86
Yreka, Moonlit Oaks Avenue	Sis-3-L47.264 (A)	7,200	4.12
Yreka, Oberlin Road	Sis-3-L48.164 (A)	7,100	3.65
Yreka, Center Street	Sis-3-L49.207 (A)	8,800	2.16
Yreka, Jct Rte 263 North	Sis-3-L49.871 (B)	4,850	6.79
Yreka, Jct Rte 263 North	Sis-3- L49.871 (A)	3,150	12.25
Yreka, Jct Rte 5	Sis-3-R47.38 (A)	6,100	6.55
Yreka, Ager Road	Sis-3-R48.955 (A)	3,450	9.38
Yreka, Jct Rte 3	Sis-263-49.07 (A)	1,950	9.28

\*(AADT) Annual Average Daily Traffic is for both directions.

TSN Volumes for Project Traffic Delay			
Description	Peak VPH** (1 Direction)		Data Source for Peak VPH Co-Rte-Reference PM (Leg)
	WK	WE	
Moonlit Oaks Avenue	796	647	TMS #107, Sis-3-PM R47.264 (B) July 2019
Yreka, Oberlin Road	656	499	TMS #356, Sis-3-PM L48.164 (B) May 2017
Yreka, Center Street	629	367	TMS #189, Sis-3-PM L49.207 (B) May 2017
Yreka, Jct Rte 263	272	217	TMS #357, Sis-3-PM L49.871 (B) May 2017
Yreka, Jct Rte 5	235	162	TMS #108, Sis-3-PM R47.380 (A) May 2017
Yreka, Jct Rte 3	106	87	TMS #180, Sis-263-PM 49.070 (A) May 2017

Ramp TSN Volumes for Project Traffic Delay			
Description	Peak VPH** (1 Direction)		Data Source for Peak VPH Co-Rte-Reference PM (Leg)
	WK	WK	
Killgore Hills Road SB Off***	49	42	TMS #R326, Sis-5-PM R42.735 (F) June 2017
Killgore Hills Road NB On***	60	34	TMS #R325, Sis-5-PM R42.734 (N) June 2017
S Yreka 3/5 Sep (Moonlit Oaks) NB Off	252	208	TMS #R327, Sis-5-PM R45.465 (F) June 2017
S Yreka 3/5 Sep (Moonlit Oaks) NB On	229	197	TMS #R330 Sis-5-PM R45.829 (N) June 2017

### 3. FACILITY – continued

Ramp TSN Volumes for Project Traffic Delay			
Description	Peak VPH** (1 Direction)		Data Source for Peak VPH Co-Rte-Reference PM (Leg)
	WK	WE	
S Yreka 3/5 Sep (Moonlit Oaks) SB Off	192	165	TMS #R329, Sis-5-PM R45.809 (F) June 2017
S Yreka 3/5 Sep (Moonlit Oaks) SB On	296	218	TMS #R328, Sis-5-PM R45.476 (N) June 2017
Miner Street NB Off***	145	103	TMS #R332, Sis-5-PM R47.473 (F) June 2017
Miner Street NB On***	84	76	TMS #R333, Sis-5-PM R47.719 (N) June 2017
Miner Street SB Off***	91	73	TMS #R332, Sis-5-PM R47.473 (F) June 2017
Miner Street SB On***	No info Available		TMS #R332, Sis-5-PM R47.473 (N) June 2017
N Yreka 5/3 Sep NB Off	122	167	TMS #R335, Sis-5-PM R48.067 (F) June 2017
N Yreka 5/3 Sep NB On	61	60	TMS #R337, Sis-5-PM R48.419 (N) June 2017
N Yreka 5/3 Sep SB Off	54	52	TMS #R338, Sis-5-PM R48.503 (F) June 2017
N Yreka 5/3 Sep SB On	118	141	TMS #R336, Sis-5-PM R48.078 (N) June 2017
Klamath River Road NB Off***	58	53	TMS #R341, Sis-5-PM R57.971 (F) June 2017
Klamath River Road SB On***	52	41	TMS #R340, Sis-5-PM R57.794 (N) June 2017

\*\*Peak vehicle per hour volumes: WK = Weekday; WE=Weekend

\*\*\* Potential detour route, no work, not within project limits.

**STRUCTURES:** There are 5 structures within the project limits. This project includes minimal structure work. When ramps are closed, detours must be provided.

Location	Structure Number	Name	Length (ft)	Width (ft)
Sis-3-L49.99	02 0151	Yreka Creek	109	66
Sis-3-R47.38	02 0150L	North Yreka Separation	124.7	41
	02 0150R			
Sis-5-R45.62	02 0159L	Moonlit Oaks Avenue UC	111.6	41
	02 0159R			

**CENSUS LOOPS:** There are 6 existing traffic monitoring stations within the project limits. Of these:

- 2 must be protected in place or replaced if damaged during construction.
- 4 will be replaced or modified as part of this project, by bid item

There is also a bid item for 4 new loops on SR 3 and 8 new loops on I-5 ramps, for a total of 12 new loops, that will be included with this project.

### 3. FACILITY – continued

TMS #	Cabinet*	Actual Location	Type	Description	Potential Impact	Condition
107	1	SR 3 - SE corner of Moonlit Oaks Avenue	Trend	Yreka, Moonlit Oaks Avenue	Yes - Bid Item to Replace (4 Loops and Piezos)	Active
356	0	SR 3 - PM L48.06- 150' south of Payne Lane Rt shoulder, behind curb next to freeway fence	Ramp	Yreka, Oberlin Road	Yes - Bid Item to Replace 3 Loops	Active
189	0	SR 3 - PM L49.19 – 75' south of Center Street	Control	Yreka, Center Street	Yes - Bid Item to Replace (3 Loops)	Active
357	0	SR 3 – PM L49.8 – Before Jct 263 1' east of sidewalk, 508' south of Jct 263	Profile	Yreka, Jct Rte 263	Yes - Bid Item to Replace (3 Loops)	Active
334	0	SR 3 - After Jct 263 TBD	Profile	Yreka, Jct Rte 263	Need Bid Item to place new (4 loops)	Proposed
108	0	SR 3 - PM R48.307 – 1,171' north of Juniper Drive	Control	Yreka, Jct Rte 5	No - Replace 2 Loops and 4 Piezos if damaged	Active
180	0	SR 263 – PM 49.469 - 2,106' north of Jct 3	Control	Yreka, Jct Rte 3	No - Replace 2 Loops if damaged	Active
R327	0	Yreka/Rte 3 NB Off (Moonlit) Exact location TBD	Ramp	Yreka/Rte 3 NB Off (Moonlit)	Need Bid Item to place new (1 loop)	Proposed
R328	0	Yreka/Rte 3 SB On (Moonlit) Exact location TBD	Ramp	Yreka/Rte 3 SB On (Moonlit)	Need Bid Item to place new (1 loop)	Proposed
R329	0	Yreka/Rte 3 SB Off (Moonlit) Exact location TBD	Ramp	Yreka/Rte 3 SB Off (Moonlit)	Need Bid Item to place new (1 loop)	Proposed
R330	0	Yreka/Rte 3 NB On(Moonlit) Exact location TBD	Ramp	Yreka/Rte 3 NB On (Moonlit)	Need Bid Item to place new (1 loop)	Proposed
R335	0	N Rte 3/5 Sep NB Off Exact location TBD	Ramp	N Rte 3/5 Sep NB Off	Need Bid Item to place new (1 loop)	Proposed
R336	0	N Rte 3/5 Sep SB On Exact location TBD	Ramp	N Rte 3/5 Sep SB On	Need Bid Item to place new (1 loop)	Proposed
R337	0	N Rte 3/5 Sep NB On Exact location TBD	Ramp	N Rte 3/5 Sep NB On	Need Bid Item to place new (1 loop)	Proposed
R338	0	N Rte 3/5 Sep SB Off Exact location TBD	Ramp	N Rte 3/5 Sep SB Off	Need Bid Item to place new (1 loop)	Proposed

\*Cabinet: 0 = A station that does not connect to the Traffic Management Office via phone line or wireless modem.  
 1 = A station that does connect to the Traffic Management Office via phone line or wireless modem.

**ITS FIELD ELEMENTS:** There are no existing ITS Field Elements within the project limits. **Sections 10-1.02B, "Traffic Elements", and 87-21.03B(2), "Maintaining Existing Traffic Management System Elements During Construction" of the RSS do not apply.** Further information regarding ITS field elements can be obtained by contacting Jeremiah Pearce, Chief, Office of ITS Engineering & Support at 530-225-3320.

One new element has been proposed to be constructed as part of this project.

Element	Location	Description	Potential Impact	Condition
CCTV	Sis-3-L49.84	SR263/SR3	N/A	Proposed

### 4. TRAFFIC IMPACTS

**TRAFFIC CONTROL:** Construction will be conducted under Traffic Handling Sheets with speed zone reduction to replace the Standard Plan T13 lane closure (reversing, one-way traffic control), T11 (multilane closures) as well as other Traffic Handling Sheets on the plans. Although most operations could be conducted during typical 12-hour work shifts, longer closures will be necessary to allow concrete pavement to cure. 24-hr traffic control is required during times when traffic is on an un-paved surface or when closure of a roadway segment is allowed for an extended period of time. 55-hour closures on weekends are likely to be used for concrete paving to allow for cure times.

#### **4. TRAFFIC IMPACTS - continued**

Based on an estimated operational capacity of 600 to 700 vph/lane in areas with signalized intersections, such as between Moonlit Oaks Avenue and Miner Street and peak hourly traffic volumes of over 700 vph at Moonlit Oaks Avenue, reversing, one-way traffic control will be allowed during nighttime hours. Keeping one lane open in each direction will be expected during the high volume hours. In areas with lower volumes, lane closures will be allowed anytime except "designated holidays". Every effort will be made to minimize traffic impacts, while at the same time allowing as much flexibility as possible to complete a complicated project as quickly as possible. With further evaluation, we will make a determination on the actual hours that lane closures will be allowed and how many lane closures will be allowed at any one time based on the expected impact.

One of the more difficult areas for traffic control will be the intersection of SR 3 and Moonlit Oaks Avenue and the section of Moonlit Oaks between SR3 and Fairlane Road that includes I-5 ramps. This area has higher volumes with intersections that are very close together. Closures will have significant impacts on local business, making the need for careful staging critical. Due to the expectation of concrete pavement in this location, extended closures for 55 hours at a time or more will be necessary. Detours will be provided.

Since we will be working with the Contractor, with Construction Manager General Contractor (CMCG) on this project through the design process, we will be better able to explore the value of completely closing segments of roadway on weekends when the volumes are lower to expediate the work. We will also consider nighttime reversing traffic control closures in areas that would normally keep 2 lanes open. We will want to look at the make-up of the neighborhood; business vs residential, to determine when the expected impact would be less. Discussions with Yreka are expected to explore ways to minimize and mitigate community impact.

When ramp closures are required, detours will be provided.

**BICYCLES & PEDESTRIANS:** Bicycles and pedestrians are allowed within the project limits. During operations, bicyclists will be subject to stop and delay, or may travel past the work zone using the open lane (the same as vehicle traffic). When pedestrian facilities are closed for construction, detours must be provided. Pedestrian detours and scheduling closures will mitigate the impact that could be expected with extensive work on pedestrian facilities.

**TRUCKS:** State Routes 3 and 263 are designated as Terminal Access (STAA). Although Type K temporary railing is expected to be used, a horizontal clearance of 14-ft to 16-ft will be maintained as much as possible or an exception will be approved. It is not anticipated that traffic control for this project will significantly alter the requirements for these routes. Annual permit trucks up to 12-ft wide are common, and Single Trip permit trucks between 12-ft and 16-ft in width can occur several times a week. Because of slower speeds, a minimum 11-ft lane may be provided at all locations with additional clearance (TBD). Details on the duration and times this will be allowed will be defined in the TMP as the need is determined. Any road closures would require a truck accessible detour. Public outreach to truckers will help to minimize impact when the Moonlit Oaks Avenue area is under construction.

#### **5. TRAFFIC IMPACT MITIGATION**

**LANE CLOSURES:** Lane closures on multilane highways are not normally allowed when traffic volumes exceed the carrying capacity of the remaining open lane. For the commercial segment of SR 3 the carrying capacity is estimated at 600 to 700 vehicles per hour per lane. Based on review of traffic volumes, reversing traffic control would not be allowed during the weekday, daytime hours in the heavier volume area near Moonlit Oaks Avenue; however, closures for concrete construction are likely to extend into the daytime. Lane closure charts will be provided.

We will be looking at various mitigation measures, such as end of queue warning system and end of queue monitoring and warning. Primary detour routes are expected to remain on state routes. Knowing that local drivers will be using other routes, communication with Yreka will be critical to the success of the traffic handling plan.

**COORDINATE CONSTRUCTION:** During the 2022/24 CY, there is one other project (4F220 Swift Creek Bridge Replacement) scheduled on State Route 3 within the Weaverville to Yreka Corridor, but it is not in close proximity (known of at the time of this Data Sheet). The PE should review the project status (and the route conflicts spreadsheet) as the construction year approaches to identify any other projects that may pose closure conflicts. The TMP will include a list of any overlapping or adjacent projects.

## **5. TRAFFIC IMPACT MITIGATION - continued**

**PORTABLE CHANGEABLE MESSAGE SIGNS:** PCMSs are typically used for safety reasons on roadways where high approach speeds are present, sight distance is limited, night work is anticipated, or there is a history of work zone accidents related to high approach speeds. Several PCMSs are required for this project. One PCMS shall be placed before the first traffic control sign for each approach with more for advance notice of highway and ramp closures, detours and work zone speed limit reduction.

**WORK ZONE SPEED LIMIT REDUCTION:** Per Caltrans Director 4-19-19 memo, Portable Vehicle Speed Feedback Signs and associated plan sheet details are required on all projects on the State Highway System. Because of the frequent changes in the speed limit throughout the project limits, a more consistent speed limit between 25 and 35 MPH through work zones is being considered with the possibility of allowing some flexibility during construction.

**TMP PUBLIC INFORMATION CAMPAIGN:** The PE should include \$25,000 in the estimate to cover preparation of news releases to the local media, mailings to local residents and business and other efforts as needed throughout the duration of the project to keep people informed.

**WORKER SAFETY MEDIA CAMPAIGN:** Worker safety media campaigns have been shown to reduce work zone vehicle collisions. With safety and reliability being the Department's #1 and #2 goals respectively, it is appropriate for funding to be set aside for worker safety media advertisements. To assist in filling these goals, the PE shall add to the estimate \$10,000 for item #066063 - Transportation Management Plan Public Information.

**COSTS:** In addition to costs associated with typical traffic control measures for Standard Plan T11, T13 type lane closures, the following shall be incorporated into the project estimate:

- PCMS: Include cost for multiple PCMSs.
- Possible end of queue monitoring and use of additional flaggers
- Portable speed feedback signs for speed zone reduction
- Contingency Costs: Include Contingency costs for EEP, TIRP and equipment breakdowns, shortage of materials, etc.
- Department Furnished Item #066063 - Transportation Management Plan Public Information: Include \$35,000; \$25,000 for TMP Public Information Campaign and \$10,000 for Worker Safety Media Campaign

## **5. TRAFFIC IMPACT MITIGATION - continued**

**TMP:** The TMP for this project will summarize the traditional traffic handling practices and other traffic mitigation strategies that will be implemented during construction. These traffic handling practices and mitigation strategies will include, but not be limited to: pre-notification of closures (lane closure schedule), DTM evaluation of cumulative traffic corridor delays for multiple projects, California Highway Information Network (CHIN), Road Work Information Bulletin (RIB), local agency contacts, ITS field element locations, census loop locations, CHP commander contacts, incident response (accident, natural event) contacts, contingency plans, and maintenance contacts. **A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts but early enough to make design changes/additions required for traffic mitigation.**

This TMP Data Sheet was prepared by Linda Jones. I have personally reviewed this document and all supporting information. I certify that the assumptions are reasonable and proper subject to the limiting conditions set forth and I find the Data Sheet complete and current.



Joe Baltazar, P.E.  
Chief, Office of Traffic Management  
District 2  
530-225-3245

12/10/19  
Date



Jeremiah Pearce, P.E.  
Chief, Office of ITS Engineering & Support  
District 2  
530-225-3320

12-13-19  
Date

**SEE ATTACHED RESOURCE  
SPREADSHEET**



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**Attachment H**  
**Risk Management Plan**

Project Nickname: Yreka Rehab  
 EA: 02-1H520  
 Co-Rt: SIS 3,263  
 PM: Sean Shephard

LEVEL 2 Risk Management Plan - Checkpoint: PA&ED  
 FY & Program: 2018 SHOPP Major .120 (3R)  
 Total Costs (Capital & R/W & Support): \$73,992,000  
 RTL: 3/21/2022

Date: 3/26/2020

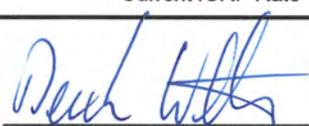
Risk Identification							Risk Assessment					Risk Response				
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	Design	Rehabilitation Strategy	ADA and geometric improvements may render the proposed flexible pavement strategy inconstructable, forcing localized areas of reconstruction that could lead to additional utility liabilities.	Enough flexibility is available to meet design standards without adding utility conflicts.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Mitigate	The designers understand how to minimize this outcome and are carefully evaluating design decisions to avoid this where possible.	Design/PM	1/9/2020
Active	2	Threat	ROW	Condemnation	If some property owners are unwilling to accommodate the RW requirements for this project, condemnation may increase costs and delay right of way certification.	Over 100 parcels are adjacent to the project limits; it is possible some owners will not cooperate.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Mitigate	Design to minimize affects to adjoining properties; RW to communicate clearly with property owners about what is being done on the highway and why their cooperation is needed.	Design/RW	1/10/2020
Active	3	Threat	Design	Labor or Material Costs	Volatility in construction costs may exceed anticipated cost escalation, requiring additional construction capital to award.	The Programmed costs included enough escalation to cover future price increases.	2-Low	4 -Moderate	8	1 -Very Low	2		Mitigate	Keep cost estimates up to date; consider scope changes to lower costs; seek to program additional dollars if needed.	Design & PM	1/9/2020
Active	4	Threat	Design	Construction duration increase	If detailed staging considerations reveal additional working days will be required, a third construction season may be needed, increasing construction support costs.	The project is downtown with numerous driveway/road connections. Original expectation was 2 construction seasons. After recent staging discussions, a third season seems likely.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept	During design determine proper stage construction scenarios and the number of construction seasons required. Construction support may be increased by PCR or at request for funds.	Design & Const	1/9/2020
Active	5	Threat	ROW	Utility Conflicts	The scoped work may imply as-yet unidentified utility conflicts, leading to significant unexpected relocation cost increases.	Utility impacts have to be identified as early as possible; in this urban environment, manholes, meters & valves in the pavement will be prevalent.	3-Moderate	8 -High	24	4 -Moderate	12		Mitigate	Design has worked with RW for early conflict determination and mapping. This project uses an "early conflict mapping memo". Design is actively coordinating with PACE to minimize conflicts.	Design & RW	3/24/2020
Active	6	Threat	Construction	Construction impacts to local businesses	Negative public feedback and press coverage may lead to additional construction costs to address unanticipated public demands/problems.	Local public and businesses will be impacted.	3-Moderate	4 -Moderate	12	1 -Very Low	3		Mitigate	Ensure TMP and staging plans minimize these impacts; include strategic use of night work, rapid-strength concrete, and a strong PIO campaign before and during construction.	Design / PIO / Construction	2/27/2020
Active	7	Threat	Design	Unforeseen drainage work	If additional critical culverts are identified, required replacements and repairs may lead to extended environmental timelines and additional construction cost.	A culvert assesment has been performed and most culvert work was already identified in the PID; this should not impact the schedule and can be delivered within programmed construction costs.	1-Very Low	2 -Low	2	4 -Moderate	4		Mitigate	Pursue culvert assessment early after programming. Schedule includes adequate time to address some unidentified issues with possible culvert work (time for studies and permits accounted for).	Design & Roadside Maint	1/9/2020
Active	8	Threat	ROW	Underground Objects	Underground storage tanks or impacted utilities could result in additional capital and support costs.	The ISA indicated no underground storage tanks are anticipated & the Design team will move the light foundations to avoid utilities	1-Very Low	4 -Moderate	4	4 -Moderate	4	Leaking tank removal has a significant cost & time.	Accept	Underground studies/investigations occurred in the 0 phase.	Construction	1/10/2020
Active	9	Opportunity	Construction	Fly Ash	If we can work with Caltrans HQ to allow 100% cement instead of 25% fly ash, it could eliminate a supply problem and accelerate construction staging.	We may be able to increase the total cement content to compensate for the loss of late ultimate strength gains from fly ash, increasing early strength and reducing inconvenience to the traveling public.	3-Moderate	1 -Very Low	3	4 -Moderate	12		Enhance	Coordinate with HQ to gain approval of concrete without fly ash (or at least a substitute supplementary cementitious material).	Construction	2/25/2020
Active	10	Threat	PM	Maintenance Agreement	If Maintenance Agreement and Utility Agreement cannot be developed and approved by CT and the Locals, project delivery could be delayed.	Maintenance Agreements have been taking time and often are completed after RTL.	3-Moderate	2 -Low	6	2 -Low	6		Accept	Project management will take the lead to make sure CT and the Locals are communicating to get agreements signed during project development.	PM/Design/Maint	2/27/2020
Active	11	Threat	Organizational	COVID-19	If a significant number of staff are adversely affected by the viral pandemic, productivity may suffer enough to delay the project delivery schedule.	Telework productivity is sufficient to maintain the current schedule. Most staff will remain healthy and continue to deliver the project.	3-Moderate	2 -Low	6	4 -Moderate	12		Mitigate	Telework to reduce health risks.	PM	3/26/2020
Retired	12	Threat	ROW	Existing Right of Way Boundary Uncertainty	If the corrected existing right of way lines differ too much from what was previously believed, re-evaluated right of way requirements may increase substantially, resulting in a significant increase in right of way capital costs.	Errors in the existing right of way linework require recalculation of existing right of way and redetermination of right of way request mapping. No significant changes are expected in rw requirements.	3-Moderate	2 -Low	6	2 -Low	6		Mitigate	RW Engineering is hastening to provide recalculated linework for existing right of way. Design will then re-evaluate right of way needs and provide an updated M224 submittal ASAP.	Design/RW	1/17/2020

Risk Identification							Risk Assessment					Risk Response				
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Retired	13	Threat	Design	New storm water BMP requirements may impact construction costs	With the issuance of each new permit, storm water management requirements continue to increase. With the delivery of this project out 2 years, an increase in cost for this item is possible.	There is no indication at this time that the storm water requirements will be problematic.	3-Moderate	2 -Low	6	1 -Very Low	3		Mitigate	Keep costs up to date; consider scope changes to lower costs; seek to program additional dollars.	Design & PM	1/9/2020
Retired	14	Threat	Environmental	Unforeseen environmental impacts	Additional environmental impacts not recognized in the PID may increase project costs and/or delay the schedule.	A Mini-PEAR was requested for PID development. It is anticipated Environmental Clearance will be completed within cost and schedule.	2-Low	4 -Moderate	8	4 -Moderate	8		Mitigate	Design is working closely with Environmental to provide complete information on drainage needs and sidewalk to building needs.	Design & Enviro	1/9/2020
Retired	15	Threat	Design	Bridge work assessment	Bridge work is based on BIRIS work recommendations and requires deck widening of 6 inches on each side.	The cost of widening to get 6" on each side may not be beneficial and needs to be looked at in a context sensitive aspect which may require an exception.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept	Pursue bridge work assessment and confirmation early after programming. Consider a schedule they includes adequate time to address unidentified issues with possible additional bridge work if required.	Design	1/9/2020
Retired	16	Threat	Design	Changes in pavement strategy	Further delays in funding this project could result in pavement deterioration to the point a CAPM strategy is no longer valid and a full rehabilitation is needed.	Current strategy should be valid through construction.	3-Moderate	4 -Moderate	12	8 -High	24		Accept	HQ to fund project in 2018 SHOPP and schedule project to construct at the earliest possible time.	Design	1/9/2020
Retired	17	Threat	ROW	Parcels for ADA ramp work	ADA ramp work will require many TCE's and some permanent RW parcels that is requiring a 30 month R/W request for R/W Cert.	In order to deliver this project in a 4 year SHOPP cycle the R/W time to CERT needs to occur within 28 months.	3-Moderate	4 -Moderate	12	8 -High	24		Accept	R/W time given in the schedule may require a full 30 months and would put project delivery RTL in the 4th Qtr.	ROW	1/9/2020
Retired	18	Threat	Design	Uncontrolled crosswalks and intersection safety	The City is concerned with accidents occurring in intersections	Currently there are uncontrolled intersections with accidents with vehicles and pedestrians that need further analysis	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept	In the "0" phase design will work with traffic to ensure traffic flows and safety issues are addressed.	Design/Traffic	1/9/2020
Retired	19	Threat	Environmental	Drainage Outflow risks. Design pipe sizes	Depending on the type of drainage work for the outflows it could trigger additional environmental time and permits	Currently the drainage outflow work should not have impacts on any waters and should be confined to the existing R/W	2-Low	8 -High	16	8 -High	16		Accept	Drainage design must be context sensitive; since it's a downtown project smaller pipes can be replaced in kind and not upsized	Design/ Hydraulics	1/9/2020
Retired	20	Threat	Environmental	Presence of historic buildings adjacent to the ESL.	The presence of historic buildings could result in additional time needed to assess potential impacts and restrictions on construction activities.	Early document review indicates the risk is low.	2-Low	2 -Low	4	2 -Low	4		Accept	Early document review indicates the risk is low.	Design/Envir	1/10/2020
Retired	21	Threat	Environmental	Chinese Cemetery	If the Chinese cemetery on SIS 3 at approximately PM R48 is not avoided, there could be unexpected cultural impacts, leading to additional costs and delays.	The design completely avoids impacts to the cemetery.	2-Low	2 -Low	4	2 -Low	4		Accept	Design will evaluate early to ensure we avoid these locations	Design/Envir	1/10/2020
Retired	22	Threat	Environmental	Possible arch sites within the ESL and just outside the ESL.	Staging areas should be determined early in the process to give time to clear and/or find alternate locations.	Avoidance minimizes risk.	2-Low	2 -Low	4	2 -Low	4		Mitigate	Design can work with Envir to make sure we have staging areas that do not disturb any arch sites.	Design/Envir	5/8/2017
Retired	23	Threat	Design	Long Life Structural Section	If the City does not replace their aging infrastructure, repairs could damage brand new Long-Life pavement, reducing the value of our investment.	Working with the City of Yreka to replace their infrastructure before long life pavement is used. The PID should have a flexible and rigid pavement alternative	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept	Value Analysis recommended appropriate rehabilitation strategies throughout the project.	Design/PM	2/27/2020
Retired	24	Threat	Design	ADA upgrade needs may impact project cost	There is not appropriate time or resources to determine the ADA ramp upgrade needs within the project limits. Survey & detailed design needs for these locations may impact support and construction capital costs.	All ADA work has been identified and clearing scoped within the project.	3-Moderate	4 -Moderate	12	1 -Very Low	3		Accept	For PID assume all curb ramps within the project limits need to be reconstructed and include cost in estimate.	Planning	1/9/2020
Retired	25	Threat	Design	ADA upgrade work may affect other highway features and impact project cost	There is not appropriate time or resources to determine impacts to existing DI's and other highway and roadside features (including utilities.....see risk above) due to ADA ramp upgrades		3-Moderate	4 -Moderate	12	1 -Very Low	3		Accept	For PID assume higher than calculated ADA upgrade cost to account for these additional features.	Design	1/9/2020
Retired	26	Threat	Design	Storm Water mitigation	Determination on onsite or offsite Storm Water Mitigation needs to be evaluated	Stormwater treatment obligations have been determined and provided for.	3-Moderate	8 -High	24	4 -Moderate	12		Accept	The design team needs to work early in the process with storm water coordinator and environmental to determine best solutions for storm water mitigation	Design/Storm Water Coord	1/9/2020
Retired	27	Threat	Environmental	Cortese sites	If work will be on a parcel with a Cortese site, it would elevate the CEQA document.	Cortese site information provided to Advance Planning and PM . It should be determined if the parcels with sites can be avoided. Avoidance equates to low risk.	2-Low	4 -Moderate	8	4 -Moderate	8		Mitigate	Design will work early to determine if these Cortese can be avoided	Design/Envir	5/8/2017

Risk Identification							Risk Assessment					Risk Response				
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Retired	28	Threat	ROW	Utility involvement may impact project cost & schedule.	There is not appropriate time or resources to determine the extent of the utility involvement (impacts, prior rights, cost, etc.) at this time. With much of this project within an urban environment, manholes, meters & valves in the pavement will be prevalent.	Utility impacts have to be identified as early as possible.	3-Moderate	8 -High	24	4 -Moderate	12		Accept	Design will work with R/W for early conflict mapping. This project could benefit from a "early conflict mapping memo"	Design & RW	1/9/2020

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**Attachment I**  
**Programming Sheet**

EA 02-1H520		CAPITAL & SUPPORT COSTS BY PROGRAM AND PROJECT FUNDING											
EFIS 02 1700 0009		Yreka Rehabilitation											
Program	Component	Project Funding				Expended to Date			Estimate at Complete				
		Fiscal Year	Programmed (x1,000)	Approved Budget	Programmed Support/ Capital (%)	\$ (x1,000)	% Expended	% Complete	Current Estimate (x1,000)	Escalated Estimate (x1,000)	Support/ Capital (%)	EAC / Budget	
201.120	PA&ED	18/19	\$1,830	\$3,758	3%	\$2,281	61%	65%	\$3,370	\$3,370	6%	90%	
201.120	PS&E	19/20	\$2,200	\$2,618	4%	\$0	0%	0%	\$2,977	\$3,116	6%	119%	
201.120	R/W Sup	19/20	\$5,880	\$5,880	11%	\$0	0%	0%	\$5,097	\$5,542	10%	94%	
201.120	CON Sup	21/22	\$9,650	\$9,650	18%	\$0	0%	0%	\$8,488	\$9,520	17%	99%	
<b>SUPPORT SUBTOTAL</b>			<b>\$19,560</b>	<b>\$21,906</b>	<b>36%</b>	<b>\$2,281</b>			<b>\$19,932</b>	<b>\$21,547</b>	<b>39%</b>	<b>98%</b>	
		Programmed	Current Escalated Estimate		Applied Rates								
201.120	R/W Capital (19/20)	\$1,482	\$2,233		Capital Contingency Rate			5.00%					
					Construction Capital Escalation Rate			4.20%					
					R/W Capital Escalation Rate			5.00%					
201.120	CON Capital (21/22)	\$52,950	\$52,950		Baseline ICRP Rate			36.06%					
					Current ICRP Rate			30.47%					
<b>CAPITAL SUBTOTAL</b>		<b>\$54,432</b>	<b>\$55,183</b>		 3-26-2020 PPM Deputy District Director Concurrence								
<b>PROJECT TOTALS</b>		<b>\$73,992</b>	<b>\$76,730</b>										

Form Revision Date: 1/21/2020ses

**Notes:**

1. A January 2020 supplemental CTC allocation added \$1545k to the G-12 adjusted \$2213k budget to support the remaining PA&ED expenditures.
2. Utility conflicts and the CMGC process increased estimated PS&E costs since programming; the additional funds shown were requested at allocation.
3. A documentation PCR is in process to match the RW Capital programming to the estimated costs shown.

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**Attachment J**  
**Stormwater Data Report PA&ED**



Dist-County-Route: 02-SIS-3, 263  
Post Mile Limits: SIS-3-R46.8/R48.0 and SIS-263-49.07/49.41  
Type of Work: Pavement Rehabilitation  
Project ID (EA): 0217000009 (02-1H520)  
Program Identification: 201.120  
Phase:  PID  PA/ED  PS&E

Regional Water Quality Control Board(s): North Coast Regional Water Quality Control Board

Total Disturbed Soil Area: 45 acres Post Construction Treatment Area: 0.48 acres

Alternative Compliance (acres): 0 acres

Estimated Const. Start Date: 7/21/2022 Estimated Const. Completion Date: 11/17/2025

Risk Level: RL 1  RL 2  RL 3  WPCP  Other: \_\_\_\_\_

Is the Project within a TMDL watershed? Yes  No

TMDL Compliance Units (acres): \_\_\_\_\_

Notification of ADL reuse (if yes, provide date): Yes  Date: \_\_\_\_\_ No

*This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.*

Travis Gurney  
Travis Gurney, Registered Project Engineer

1-15-2020  
Date

*I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:*

Sean Shepard  
Sean Shepard, Project Manager 1/15/20  
Date

Eric Akana  
Eric Akana, Designated Maintenance Representative 1/15/2020  
Date

Steve Thorne  
Steve Thorne, Designated Landscape Architect Representative 1-15-2020  
Date

Steve Thorne  
Steve Thorne, District/Regional Design SW Coordinator or Designee 1-15-2020  
Date

[Stamp Required at PS&E only]

## STORMWATER DATA INFORMATION

### 1. Project Description

Yreka Rehab is a SHOPP Roadway Rehabilitation (201.120) 3R project located in downtown Yreka, CA in Siskiyou County on State Route (SR) 3 and SR 263. The project also includes the segment of Moonlit Oaks Avenue between SR 3 (South Main Street) and Fairlane Road, which is a connector located within the Interstate 5 and SR 3 Right of Way and which Caltrans has assumed the responsibility of maintaining. The total project length is approximately 4.5 miles and is primarily in an urban, main street setting. The strategy for the pavement rehab is remove and replace with as little disturbance as feasible. Aside from the pavement, Americans with Disabilities Act (ADA) improvements will be the primary scope of work. Most sidewalks, including approximately 90 curb ramps and 190 driveways, will be replaced throughout the downtown corridor and actuated pedestrian signals (APS) will be installed to meet ADA standards. To accommodate the roadside improvements, drainage inlets and light poles will be relocated, and various utility covers will be adjusted to grade. Additionally, the scope includes designating bikeways with signage and pavement markings, marking county transit stops with a painted curb and signage, and upgrading bridge rail on Yreka Creek Bridge (No. 02-0117) to standard.

The build and no build alternatives are the only alternatives proposed. This SWDR evaluates the build alternative.

The project is expected to disturb 45.05 acres. Pavement rehabilitation strategies were evaluated and determined with the goal to minimize the thickness of the proposed structural section limiting the amount of disturbance and to reduce the need for stormwater treatment within the project limits.

The project is divided into 7 segments to correlate with the pavement rehabilitation strategies to be deployed.

Segment 1: SIS 3 PM R46.8/L47.3. Beginning of project to Moonlit Oaks Ave, on Moonlit Oaks Ave from SR 3 to Fairlane Rd, and the I-5 on/off ramps at Moonlit Oaks Ave. The rehabilitation strategy proposed is pavement replacement without removing subgrade. The structural section in this segment will consist of 0.75' Jointed Plain Concrete Pavement (JPCP) with 0.35' of Lean Concrete Base (LCB) combining for a full structural section depth of 1.10'. This segment will generate 0.15 acres of Net New Impervious (NNI) and will not generate any Replaced Impervious Surface (RIS) since the new structural section will be contained within the depth of the existing structural section.

Segment 2: SIS 3 PM L47.3/L48.2. On SR 3 from Moonlit Oaks Ave to Oberlin Rd. The rehabilitation strategy proposed is pavement replacement without removing subgrade. The structural section in this segment will consist of 0.75' JPCP with 0.35' LCB combining for a full structural section depth of 1.10'. This segment will generate no NNI and not qualify as RIS since the new structural section will be contained within the depth of the existing structural section.

Segment 3: SIS 3 PM L48.2/L48.9. On SR 3 from Oberlin Rd to the Broadway Connection. The rehabilitation strategy proposed is pavement replacement without removing subgrade. The structural section strategy in this segment will Cold Plane Asphalt Concrete Pavement (CPACP) to a depth of approximately 0.25' to 0.50' and replace with Hot Mix Asphalt (HMA) and a Rubberized Stress

Absorbing Interlayer (SAMI-R). This segment will generate no NNI and not qualify as RIS since the new structural section will be contained within the depth of the existing structural section.

Segment 4: SIS 3 PM L48.9 to SIS 3 PM L49.9. On SR 3 from Broadway Connection to SR 263 Intersection. The rehabilitation strategy proposed is pavement replacement without removing subgrade. The structural section strategy in this segment will CPACP to a depth of approximately 0.25' to 0.50', and replace with HMA and SAMI-R. This segment will generate no NNI and not qualify as RIS since the new structural section will be contained within the depth of the existing structural section.

Segment 5: SIS 3 PM L49.9/L50.0 and SIS 263 PM 49.1/49.4. On SR 3 from SR 263 Intersection to Begin Bridge at Yreka Creek and on SR 263 from SR 3 Intersection to the end of project (SR 263). The rehabilitation strategy proposed is pavement replacement without removing subgrade. The structural section in this segment will consist of 0.50' HMA with 0.50' CL2 AB combining for a full structural section depth of 1.00'. This segment will generate 0.04 acres of NNI and will not generate any RIS since the new structural section will be contained within the depth of the existing structural section.

Segment 6: SIS 3 PM L50.0/R47.6. On SR 3 from End of Bridge at Yreka Creek to the unnamed intersection near Holiday Inn, and the I-5 on/off ramps at SR 3. The rehabilitation strategy proposed is pavement replacement without removing subgrade. The structural section in this segment will consist of 0.75' JPCP with 0.35' LCB combining for a full structural section depth of 1.10'. This segment will generate 0.14 acres of NNI and will not generate any RIS since the new structural section will be contained within the depth of the existing structural section.

Segment 7: SIS 3 PM R47.6/R48.0. On SR 3 from the unnamed Intersection near Holiday Inn to the end of project (SR 3). The Rehabilitation strategy proposed is pavement replacement without removing subgrade. The structural section in this segment will consist of 0.50' HMA with 0.50' CL2 AB combining for a full structural section depth of 1.00'. This segment will generate 0.15 acres of NNI and will not generate any RIS since the new structural section will be contained within the depth of the existing structural section.

- Additional Treated Area (ATA) There are no existing treatment BMPs within the project limits. ATA is 0 acres.
- Total site area (R/W to R/W) for this project is about 90 Acres
- The disturbed soil area (DSA) is approximately 45 acres which includes structural section, sidewalk construction areas, and 2 to 10 feet outside the proposed catch lines.
- The existing impervious surface area is 38.77 acres and the post construction impervious area is 39.25 acres, creating a net new impervious surface area of 0.48 acres.
- Post Construction Treatment Area (PCTA) is 0.48 Acres. This project provides an opportunity to incorporate additional treatment BMPs, which will treat 4.57 acres of pavement area. The Additional Treatment Area Credits (ATAC) is 4.09 Acres.

Seg	DSA (Acres)	Existing Impervious Area, (Acres)	Post Impervious Area, (Acres)	Net New Impervious Surface (NNI), (Acres)	Replaced Impervious Surface (RIS), (Acres)	New Impervious Surface (NIS), (Acres)	Additional Treatment area, ATA (Acres)	Post Construction Treatment Area, PCTA, acres	Additional Treatment Area Credits, (ATAC) (Acres)
1	8.06	6.57	6.72	0.15	0	0.15	0	0.48	1.48
2	8.80	6.89	6.89	0	0	0	0	0	0.22
3	8.64	8.27	8.27	0	0	0	0	0	0
4	10.90	10.50	10.54	0.04	0	0.04	0	0	0
5	1.09	1.07	1.07	0	0	0	0	0	0
6	4.78	3.61	3.75	0.14	0	0.14	0	0	1.92
7	2.78	1.86	2.01	0.15	0	0.15	0	0	0.47
<b>Total</b>	<b>45.05</b>	<b>38.77</b>	<b>39.25</b>	<b>0.48</b>	<b>0</b>	<b>0.48</b>	<b>0</b>	<b>0.48</b>	<b>4.09</b>

This project is not within the boundaries of an Urban MS4 Permit Area.

## 2. Site Data and Stormwater Quality Design Issues

Yreka is an incorporated city, and compared to the rest of Siskiyou County, is relatively urban. SR 3 is a flat, urban main street as it passes through downtown Yreka. The elevation is approximately 2600 ft. SR 3 is functionally classified as a principal arterial from PM R46.9 to PM R47.4 and is part of the National Highway System (NHS). SR 3 and SR 263 are labeled as minor arterials throughout the remaining portions of the project limits. SR 3 serves as an urban arterial with multiple local road connections and serves as a frontage road to Interstate 5. The corridor provides the community with access to retail, offices, medical services, grocery stores, jobs, and other amenities; in addition it provides hotels and gas stations to travelers on Interstate 5. All state routes within the project limits are STAA routes.

Slope is mild within the project limits with a mild drainage gradient from south to north. Storm water within the downtown urban area is by curb and gutter to sub-surface storm drains ultimately discharging to Yreka Creek as the receiving water body. Outside the urban areas within the project limits drainage flows are generally sheet flow to vegetated shoulders and longitudinal roadside ditches.

Yreka Creek is tributary to the Shasta River and ultimately to the Klamath River. The Shasta River and the Klamath River have been identified in Attachment IV, 2012 CT MS4 Permit as having high priority TMDLs in which Caltrans is a stakeholder. The Shasta River has Caltrans Priority TMDL for Dissolved Oxygen and Temperature. The Klamath River has TMDLs for Temperature, Dissolved Oxygen, and Nutrients.

Yreka has a warm to hot Mediterranean Climate with an annual high of 90°F+ in July/August and an annual low of approximate 25°F in Dec-Feb. Average rainfall is 18-in/yr and 12.4-in/yr snowfall. Traction abrasives are used within the project limits.

The Water Quality Volume (WQV) was determined to be 0.43-in using the BasinSizer program and the Caltrans Method for the Yreka Rain Station. The Water Quality Flow (WQF) was determined at 0.22-in/hr in accordance with Sec 5.3.3.3 of the 2016 PPDG.

There are no existing treatment BMPs within the project limits.

The project will not require a 401 Water Quality Certification.

The project location is not within a Cortese Site, but an Initial Site Assessment indicates that lead-contaminated soils may exist within and near the R/W. A site investigation for Aerially Deposited Lead (ADL) is required. This site investigation will determine if hazardous soils exist and what actions, if any, will need to occur during construction.

Project soils in areas where Biofiltration BMPs may be feasible consist of Dotta Gravelly Loam (HSG B), Facey Loam (HSG B), Stoner Gravelly Sandy Loam (HSG B) and Duzel Gravelly Loam (HSG C).

### 3. Construction Site BMPs to be used on Project

- Temporary construction site BMPs will be developed under a contractor prepared SWPPP approved by the resident engineer (RE). This project has been determined to be Risk Level 2 in accordance with Method 1, GIS Method.
- Begin and end construction dates were taken as Approve Contract and Contract Completion milestones, respectively. These dates assume 3 construction seasons to complete the work.
- Temporary construction BMP costs have been estimated at \$300,000, based on similar projects and anticipated bid items such as Prepare SWPPP, Job Site Management, Stormwater Annual Report, Rain Event Action Plan (REAP), Temporary Drainage Inlet Protection, Concrete Washouts, Street Sweeping, etc.
- Completion of the attached Construction Site BMP Consideration Form documents Construction Division Concurrence in accordance with current North Region directives.

### 4. Maintenance BMPs

- This project is not within the boundaries of an Urban MS4 Permit area; however it is in an urban area. Drainage inlet stencils will be included based on the recommendation of Maintenance Division staff.

### 5. Other Water Quality Requirements and Agreements

- There are no negotiated agreements with the North Coast Regional Water Quality Control Board at this time.

### 6. Permanent BMPs

- Biofiltration strips will be deployed to treat runoff. This strategy will treat 100% of the new impervious area (0.48 acres). There are no existing treatment BMPs within the project limits.
- The new treatment BMPs will treat 4.57 acres of pavement area. The additional 4.09 acres of treatment BMP areas will be documented and used as an Alternative Compliance Credit source for future projects in this corridor/watershed, subjected to RWQCB concurrence.

### Design Pollution Prevention (DPP) BMP Strategy

- There are 0.48 acres of additional impervious area within the project limits; changes are expected to be negligible in regard to velocity and volume of flow from the project site. The increase to impervious area occurs in areas where surface water sheet flows from the roadway into vegetated ditches or slopes. While increases are not expected, energy dissipation and volumetric

reduction BMPs will be evaluated as necessary to prevent scour and objectionable downstream effects.

- Existing drainage inlets will be adjusted to grade. The project anticipates replacing and lining multiple existing culverts and drainage inlets. Additionally, this project expects to add several drainage inlets and culverts to reduce surface flows by conveying stormwater within culverts underground. The ultimate outfalls will be maintained, and existing drainage patterns are expected to remain the same.
- The majority of earth disturbance will be in existing paved areas and will be stabilized by repaving.
- Several DPP measures will be implemented in the project. Permanent erosion control will be applied to all disturbed areas. Cut and fill slopes were designed to be as flat as practicable.
- Existing vegetation will be preserved to the maximum extent practicable.

#### **Treatment BMP Strategy**

- This project is required to consider treatment BMPs in accordance with the attached Evaluation Documentation Form. The treatment strategy is to minimize RIS by replacing the current flexible pavement with a minimum thickness pavement strategy utilizing either rigid or flexible pavement based on the existing site conditions. Current calculations show 4.57 acres of proposed treatment area using biofiltration strips. The project requires treatment of 0.48 acres for the proposed additional impervious area. This area would be subject to Mandatory Alternative Compliance if not treated within the project limits.
- The treatment alternatives considered included small foot-print urban BMPs and Pedestrian crossing bulb-outs, however these were deemed impractical for functional space, maintenance, and cost.
- Potential areas of biofiltration within the project are:
  - Segments 1 & 2 from PM L47.3 to PM L47.5. There are existing areas of curb and gutter, but much of the curb to the east could be removed and create a bio-filtration strip to treat the surface water sheet flowing from the roadway. Soils in this area are Dotta Gravelly Loam, HSG B.
  - SR 3 from PM R47.5 to PM R48.0. Project drainage in this area sheet flows into roadside vegetation. Soils in this area are Facey Loam, HSG B.
  - The on and off-ramps of Interstate 5 (I-5) at the connections to Moonlit Oaks and SR-3 provide several locations within the project limits where stormwater runoff currently sheet flows into roadside vegetation. Soils in these areas are a mix of different loams, HSG B and Duzel Gravelly Loam, HSG C.
- Given the potential BMP areas reviewed, it is anticipated that this project will be able to treat 100% of the required Post Construction Treatment Area within the project limits.

**Required Attachments**

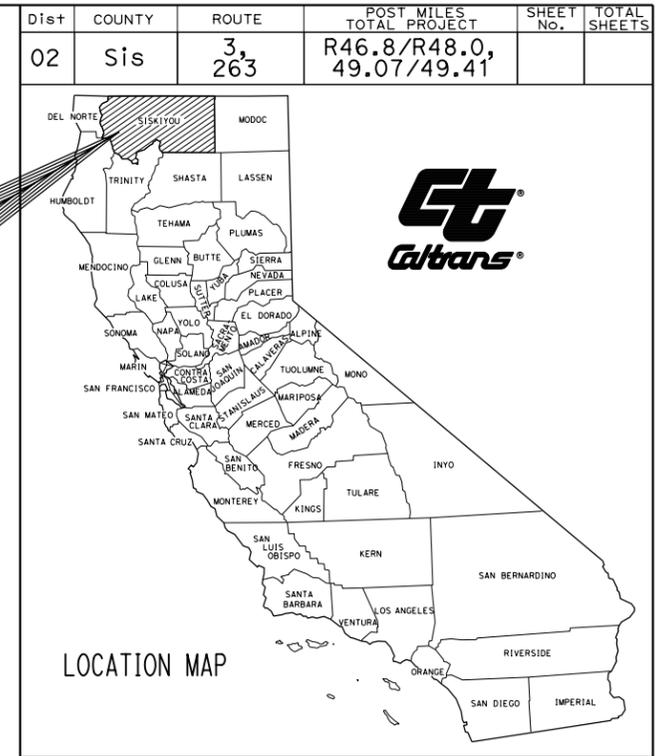
- Vicinity Map
- Evaluation Documentation Form (EDF)
- Risk Level Determination Documentation
- Construction BMP Consideration Form

INDEX OF PLANS

SHEET No. DESCRIPTION

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**PROJECT PLANS FOR CONSTRUCTION ON  
 STATE HIGHWAY**  
**IN SISKIYOU COUNTY IN YREKA ON ROUTE 3  
 FROM 0.5 MILE NORTH OF LAURA LANE  
 TO BRUCE STREET AND ON**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

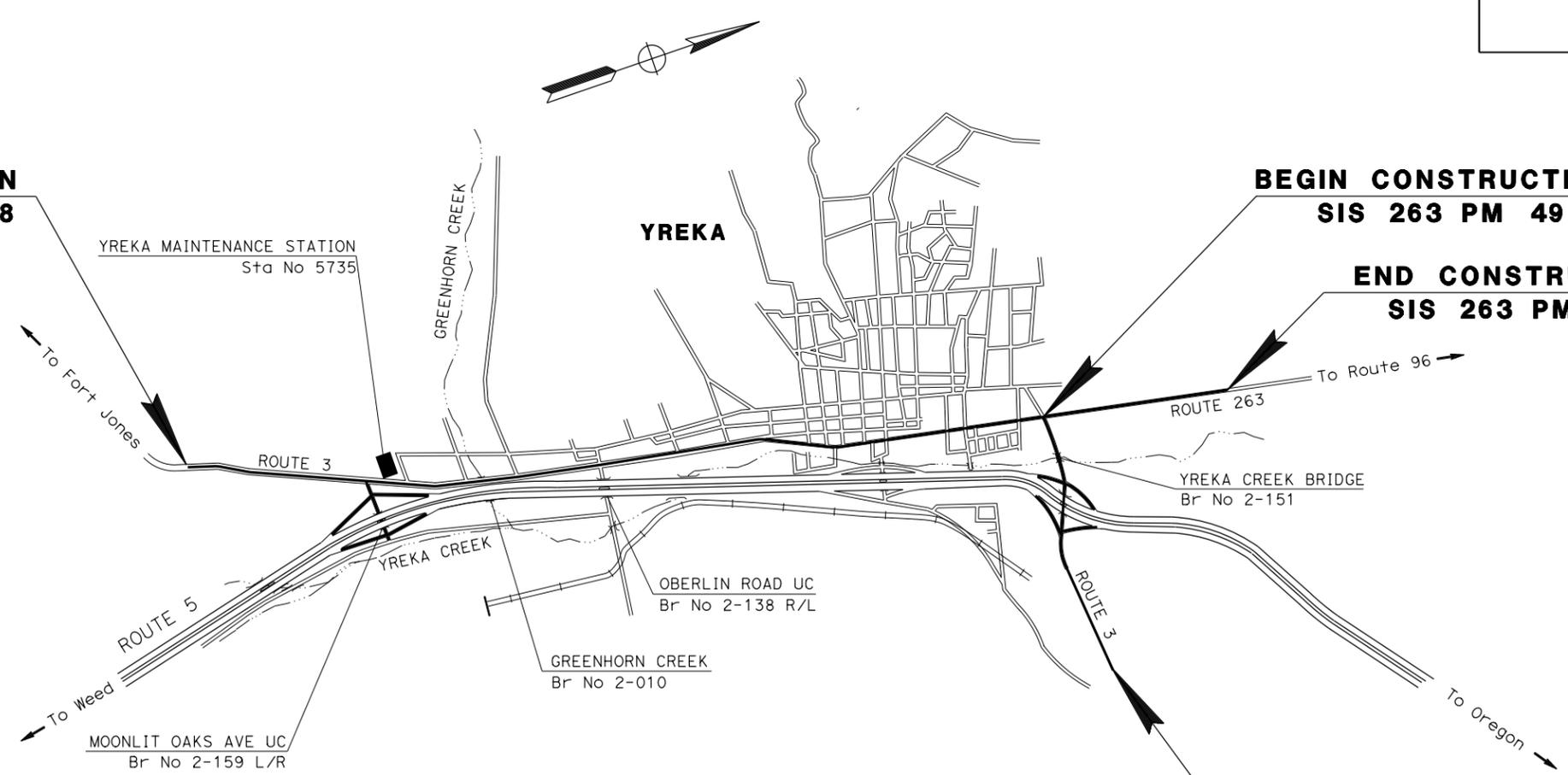


**BEGIN CONSTRUCTION  
 SIS 3 PM R46.8**

**BEGIN CONSTRUCTION  
 SIS 263 PM 49.07**

**END CONSTRUCTION  
 SIS 263 PM 49.41**

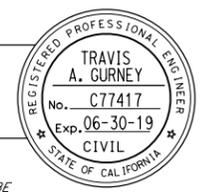
**END CONSTRUCTION  
 SIS 3 PM R46.8**



PROJECT MANAGER  
MICHAEL WEBB

DESIGN MANAGER  
JOHN MARTIN

PROJECT ENGINEER DATE  
 REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	<b>02-1H5204</b>
PROJECT ID	<b>0217000009</b>

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE



USERNAME => s134830  
 DGN FILE => 0217000009ab001.dgn

UNIT 0000 PROJECT NUMBER & PHASE 02-1700-0009 EA 02-1H520

DATE: 12/14/2019

Project ID (EA): 0217000009 02-1H520

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL Compliance Units)?		✓	If <b>Yes</b> , go to 8. If <b>No</b> , continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If <b>Yes</b> , continue to 4. If <b>No</b> , go to 9.
4.	As defined in the WQAR or ED, does the project:		✓	If <b>Yes to any</b> , contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5.  _____ (Dist./Reg. Coordinator initials)  If <b>No</b> to all, continue to 5.
	a. discharge to areas of Special Biological Significance (ASBS), or			
	b. discharge to a TMDL watershed where Caltrans is named stakeholder, or	✓		
	c. have other pollution control requirements for surface waters within the project limits?		✓	
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, Section 4.4.1)		✓	If <b>Yes</b> , go to 8 <b>AND</b> continue to 6. If <b>No</b> , continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If <b>Yes</b> , go to 9. If <b>No</b> , continue to 7.
7.	Does the project result in an increase of <u>one acre or more</u> of new impervious surface (NIS)?		✓	If <b>Yes</b> , go to 8. If <b>No</b> , go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. _____ (Dist./Reg. Design SW Coord. Initials) _____ (Project Engineer Initials) _____ (Date)	Document for Project Files by completing this form and attaching it to the SWDR.		

**02-1H520/Sis-VAR-VAR/Yreka Rehab**

<b>Sediment Risk Factor Worksheet</b>		<b>Entry</b>
<b>A) R Factor</b>		
<p>Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.</p> <p><a href="https://www.epa.gov/npdes/rainfall-erosivity-factor-calculator-small-construction-sites">https://www.epa.gov/npdes/rainfall-erosivity-factor-calculator-small-construction-sites</a></p>		
<b>R Factor Value</b>		67.24
<b>B) K Factor (weighted average, by area, for all site soils)</b>		
<p>The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.</p> <p><a href="#">Site-specific K factor guidance</a></p>		
<b>K Factor Value</b>		0.2
<b>C) LS Factor (weighted average, by area, for all slopes)</b>		
<p>The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.</p> <p><a href="#">LS Table</a></p>		
<b>LS Factor Value</b>		2.81
<b>Watershed Erosion Estimate (=RxKxLS) in tons/acre</b>		37.79
<p><b>Site Sediment Risk Factor</b>                  Low Sediment Risk: &lt; 15 tons/acre                  Medium Sediment Risk: &gt;=15 and &lt;75 tons/acre                  High Sediment Risk: &gt;= 75 tons/acre</p>		<b>Medium</b>

**See Screenshots in BACKUP worksheet for value documentation**

DATE: 12/14/19

Project ID / EA: 0217000009 (02-1H520)

Project Evaluation Process for the Consideration of Construction Site BMPs

No.	Criteria	Yes ✓	No ✓	Supplemental Information
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?	✓		If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Review CS-1, Part 1. Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the RW, etc.?	✓		If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Review CS-1, Part 2. Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	✓		If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Review CS-1, Part 3. Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?	✓		If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Review CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?		✓	If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	✓		If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Parts 5 & 6. Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review CS-1, Part 6. Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with precipitation; stormwater run-on, or stormwater runoff; be dispersed by wind; be dumped and/or spilled into storm drain systems?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review CS-1, Part 6.

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**Attachment K**  
**Project Performance Measures**

# Project Performance Measures

Checked In: Kathy Eckard
**SHOPP Project - Accomplishment - Performance Measures - Benefits**
View Performance Report

**District:** 02 **Tool ID:** 15879 **Project ID:** 0217000009 **EA:** 1h520 **Co-Rte-PM:** SIS-003-R46.8/R48.0 (Primary Location)

**County:** SIS **Route:** 003 **BackPM:** R46.8 **AheadPM:** R48.0

Bridge  Pavement  Drainage  Facilities  Safety  Mobility  Roadside  Complete Streets  Sustainability /Climate Change  Advance Mitigation/Mitigation  Major Damage  Green-house Gases

Performance & Accomplishments (PPC)									
+	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Assets in Good Cond	Assets in Fair Cond	Assets in Poor Cond	New Asset Added	Comment
1	Bridge Rail (201.112)	Bridge Rail Replacement and Upgrade	LF	254.0	0.0	0.0	254.0	0.0	
2	Bridge Widening (201.110, .111, .113, .322)	No Performance Objective in the SHSMP	SF	105.0				105.0	
3	Fish Passage	No Performance Objective in the SHSMP	Yes/No	No					
4	Number of Bridges	No Performance Objective in the SHSMP	EA	1.0					
5	Concrete Pavement Major Rehab	Pavement Class II	Lane Miles	2.872	0.2	2.672	0.0		
6	Asphalt Pavement Major Rehab	Pavement Class II	Lane Miles	5.646	0.214	5.218	0.214		
7	Asphalt Pavement Major Rehab	Pavement Class III	Lane Miles	1.24	0.0	1.24	0.0		
8	Replace/Install Culverts (201.151) - EA	No Performance Objective in the SHSMP	EA	71.0			71.0		
9	Replace Install/Culverts (201.151) - LF	Drainage System Restoration	LF	7041.0			7041.0		
10	Census Station (201.315)	Transportation Management Systems	EA	25.0			13.0	12.0	
11	CCTV (201.315)	Transportation Management Systems	EA	1.0				1.0	Install at 3 263 intersection
12	ADA - New sidewalk (201.361)	No Performance Objective in the SHSMP	LF	450.0				450.0	
13	ADA - Repair existing sidewalk (201.361)	No Performance Objective in the SHSMP	LF	26900.0			26900.0		5.1 linear miles
14	ADA - New curb ramp installed (201.361)	No Performance Objective in the SHSMP	EA	90.0				90.0	
15	ADA - Install accessible pedestrian signal (201.361)	No Performance Objective in the SHSMP	EA	3.0				3.0	add APS at each crosswalk at signalized
16	ADA - Modify driveway (201.361)	No Performance Objective in the SHSMP	LF	5236.0			5236.0		Length of new ADA concrete driveway
17	ADA - Modify crosswalk (201.361)	No Performance Objective in the SHSMP	LF	200.0			200.0		restripe cross walks with enhanced mark
18	ADA - Install new detectable warning surface (201.361)	No Performance Objective in the SHSMP	SQFT	1733.0			140.0	1593.0	Assume 17.5 sqft per ramp
19	ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	1179.0	0.0		1071.0	108.0	
20	Class II Bike Lane (201.999)	No Performance Objective in the SHSMP	Linear Miles	4.8				4.8	
21	Class III Bike Routes (201.999)	No Performance Objective in the SHSMP	Linear Miles	0.5				0.5	
22	Crosswalks (201.999)	No Performance Objective in the SHSMP	EA	29.0			28.0	1.0	
23	Curb Extensions/bulb-outs (201.999)	No Performance Objective in the SHSMP	EA	3.0				3.0	
24	Lane Narrowing (201.999)	No Performance Objective in the SHSMP	Linear Miles	5.0			5.0		narrowing due to addition of bike lanes
25	Transit Stop Improvements (201.999)	No Performance Objective in the SHSMP	EA	2.0			2.0		
26	New Transit Stops (201.999) - CSC	No Performance Objective in the SHSMP	EA	7.0				7.0	
27	Is any location within the project limits Ped/Bike accessible?	No Performance Objective in the SHSMP	Yes/No	Yes					Yes peds/Yes bikes
28	Total Maximum Daily Load Mitigation (Stormwater Mitigation) (201.335)	Storm Water Mitigation	Compliance Units	4.1			4.1		
29	Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	131.0				0.0	ICE tool used
30	Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	148.0				0.0	ICE tool used
31	Defer	No Performance Objective in the SHSMP							Deferred to the Design Phase

Save Accomplishment / Performance Measures

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**Attachment L**  
**Culvert Inventory Assessment**

Culvert Priority Ranking Sheet (March 2017)

Siskiyou 3 / Yreka Rehab / 46.80 - 49.80

EA# 02-1H520

Sorted by Health Assessment

Health Assessment Values:	0 - 19 =	Critical
	20 - 49 =	Poor
	50 - 79 =	Fair
	80 - 100 =	Good

Drainage/Culverts Segments	Assessment Code	Health Assessment	AADT	Detour Length (miles)	System Number (Required)	Post Mile	Upstream ETNO	Downstream ETNO	Notes	Culvert Diameter	Culvert Length/ft
1	4	0	8300	10	20034704872	48.72	20034704872005	20034704872004	Replace	1.5	67
2	4	10	8300	10	20034704883	48.83	20034704883002	20034704883001	Replace	1	
3	4	15	7100	10	20034704734	47.34	20034704734011	20034704734010	Replace	2.5	135
4	4	15	8300	10	20034704854	48.54	20034704854006	20034704854005	Concrete Repair	4.3 x 2.5 Box	50
5	4	17	7100	10	20034704734	47.34	20034704734008	20034704734007	Replace	2.5	191
6	4	17	7100	10	20034704734	47.34	20034704734009	20034704734008	Replace	2.5	5
7	4	17	7100	10	20034704734	47.34	20034704734010	20034704734009	Replace	2.5	229
8	4	17	8300	10	20034704872	48.72	20034704872006	20034704872003	Replace	1.5	123
9	4	19	8300	10	20034704854	48.54	20034704854005	20034704854004	Concrete Repair	4.3 x 2.5 Box	7
10	3	21	8300	10	20034704872	48.72	20034704872003	20034704872002	Replace	2	220
11	3	23	8300	10	20034704816	48.16	20034704816018	20034704816017	Replace	2	472
12	3	23	8300	10	20034704872	48.72	20034704872004	20034704872003	Replace	2	7
13	3	24	3900	10	20034704941	49.41	20034704941002	20034704941001	Replace	1.5	
14	3	25	3900	10	20034704925	49.25	20034704925005	20034704925004	Replace	1.5	13
15	3	25	3900	10	20034704925	49.25	20034704925006	20034704925005	Replace	1.5	57
16	3	25	3900	10	20034704976	49.76	20034704976009	20034704976008	Replace	2 x 1 Elliptical	83
17	3	26	7100	10	20030104753	47.53	20030104753002	20030104753001	Replace	2	53
18	3	27	3900	10	20034704925	49.25	20034704925008	20034704925007	Replace	1.5	16
19	3	28	7100	10	20030104753	47.53	20030104753003	20030104753002	Replace	2	54
20	3	28	8300	10	20034704841	48.41	20034704841002	20034704841001	Replace	2	
21	3	28	8300	10	20034704841	48.41	20034704841003	20034704841002	Replace	2.5 x 1.5 Elliptical	64
22	3	28	3900	10	20034704950	49.50	20034704950003	20034704950002	Replace	0.7	23
23	3	29	3900	10	20034704925	49.25	20034704925007	20034704925005	Replace	1.5	50
24	3	31	7100	10	20034104758	47.58	20034104758004	20034104758003	Flush Sediment	1.5	70
25	3	31	7100	10	20034704770	47.70	20034704770004	20034704770003	Invert Repair	2	80
26	3	31	7100	10	20034704770	47.70	20034704770005	20034704770004	Invert Repair	2	48
27	3	32	7100	10	20034704770	47.70	20034704770003	20034704770002	Invert Repair	2	83
28	3	32	3900	10	20034704976	49.76	20034704976012	20034704976008	Replace	1	63
29	3	32	3900	10	20034704976	49.76	20034704976017	20034704976016	Replace	0.2 x 1	9
30	3	33	7100	10	20034704734	47.34	20034704734013	20034704734012	Joint Sealing/Repair	2.5	433
31	3	33	7100	10	20034704734	47.34	20034704734014	20034704734013	Joint Sealing/Repair	2.5	229
32	3	33	7100	10	20034704734	47.34	20034704734015	20034704734014	Joint Sealing/Repair	2	142
33	3	33	7100	10	20034704734	47.34	20034704734022	20034704734007	Replace	1.5	5
34	3	33	7100	10	20034704750	47.50	20034704750006	20034704750004	Invert Repair	2	19
35	3	33	7100	10	20034704750	47.50	20034704750007	20034704750006	Invert Repair	2	230
36	3	33	8300	10	20034704910	49.10	20034704910002	20034704910001	Culvert Barrel Lining	1.5	
37	3	33	3900	10	20034704956	49.56	20034704956004	20034704956003	Replace	1.5	45
38	3	33	3900	10	20034704976	49.76	20034704976008	20034704976004	Replace a Section	2	40
39	3	34	8300	10	20034704816	48.16	20034704816022	20034704816018	Replace	2	270
40	3	34	8300	10	20034704910	49.10	20034704910003	20034704910002	Replace	1.5	60
41	3	34	3900	10	20034704976	49.76	20034704976009	20034704976012	Replace	1	58
42	3	37	7100	10	20034704750	47.50	20034704750002	20034704750001	Invert Repair	2	321
43	3	37	3900	10	20034704921	49.21	20034704921012	20034704921008	Do Nothing	1	44
44	3	37	3900	10	20034704925	49.25	20034704925004	20034704925003	Replace	1.5	235

45	3	37	3900	10	20034704950	49.50	20034704950005	20034704950002	Replace	1.5	54
46	3	38	7100	10	20030104777	47.77	20030104777002	20030104777001	Flush Sediment	2	186
47	3	38	8300	10	20034704854	48.54	20034704854007	20034704854006	Replace	2	
48	3	38	3900	10	20034704921	49.21	20034704921015	20034704921014	Replace	1	9
49	3	38	3900	10	20034704976	49.76	20034704976015	20034704976012	Replace	1.5	228
50	3	39	3900	10	20034704941	49.41	20034704941007	20034704941004	Replace	1.5	15
51	3	39	3900	10	20034704976	49.76	20034704976016	20034704976015	Replace	1	7
52	3	40	7100	10	20034704734	47.34	20034704734005	20034704734003	Invert Repair	2.5	230
53	3	40	7100	10	20034704734	47.34	20034704734006	20034704734005	Invert Repair	2.5	207
54	3	40	7100	10	20034704734	47.34	20034704734007	20034704734006	Invert Repair	2.5	87
55	3	40	7100	10	20034704750	47.50	20034704750003	20034704750002	Invert Repair	2	92
56	3	40	7100	10	20034704750	47.50	20034704750004	20034704750003	Invert Repair	2	52
57	3	40	8300	10	20034704903	49.03	20034704903005	20034704903003	Replace	1.5	
58	3	40	3900	10	20034704921	49.21	20034704921017	20034704921013	Replace	1.5	6
59	3	40	3900	10	20034704950	49.50	20034704950002	20034704950001	Replace	1.4	
60	3	41	8300	10	20034704910	49.10	20034704910004	20034704910003	Replace	1.5	45
61	3	41	8300	10	20034704910	49.10	20034704910005	20034704910004	Replace	1.5	20
62	3	41	3900	10	20034704921	49.21	20034704921013	20034704921011	Replace	1.8	186
63	3	41	3900	10	20034704921	49.21	20034704921014	20034704921013	Replace	1.5	32
64	3	41	3900	10	20034704941	49.41	20034704941006	20034704941005	Replace	1.5	25
65	3	42	7100	10	20034704734	47.34	20034704734016	20034704734006	Invert Repair	1.5	30
66	3	42	7100	10	20030104744	47.44	20030104744002	20030104744001	Flush Sediment	2	98
67	3	42	8300	10	20034704905	49.05	20034704905002	20034704905001	Flush Sediment	1	164
68	3	42	3900	10	20034704925	49.25	20034704925009	20034704925007	Replace	1.5	27
69	3	42	3900	10	20034704925	49.25	20034704925010	20034704925009	Replace	1.5	16
70	3	42	3900	10	20034704941	49.41	20034704941004	20034704941003	Replace	1.5	98
71	3	42	3900	10	20034704941	49.41	20034704941005	20034704941004	Replace	1.5	24
72	2	54	7100	10	20034704734	47.34	20034704734012	20034704734011	Do Nothing	2.5	295
73	2	57	8300	10	20034704903	49.03	20034704903002	20034704903001	Do Nothing	1.5	190
74	2	58	8300	10	20034704872	48.72	20034704872007	20034704872005	Flush Sediment	Unknown	
75	2	60	7100	10	20034704750	47.50	20034704750005	20034704750004	Do Nothing	1.5	27
76	2	60	3900	10	20034704941	49.41	20034704941009	20034704941005	Do Nothing	1.5	10
77	2	61	7100	10	20034104680	46.80	20034104680002	20034104680001	Do Nothing	5.4 x 3.2 elliptical	120
78	2	61	8300	10	20034704816	48.16	20034704816003	20034704816002	Do Nothing	3	138
79	2	61	8300	10	20034704816	48.16	20034704816012	20034704816009	Do Nothing	2	43
80	2	61	8300	10	20034704816	48.16	20034704816024	20034704816018	Do Nothing	2	42
81	2	61	8300	10	20034704816	48.16	20034704816030	20034704816024	Do Nothing	1.5	71
82	2	61	8300	10	20034704884	48.84	20034704884005	20034704884003	Do Nothing	2	113
83	2	61	8300	10	20034704903	49.03	20034704903004	20034704903003	Do Nothing	1.5	51
84	2	61	3900	10	20034704921	49.21	20034704921008	20034704921007	Do Nothing	3	70
85	2	61	3900	10	20034704921	49.21	20034704921008	20034704921011	Do Nothing	1.5	22
86	2	61	3900	10	20034704921	49.21	20034704921016	20034704921014	Do Nothing	1.5	6
87	2	61	3900	10	20034704925	49.25	20034704925011	20034704925009	Do Nothing	1.5	16
88	2	61	3900	10	20034704950	49.50	20034704950007	20034704950006	Do Nothing	1.5	38
89	2	61	3900	10	20034704956	49.56	20034704956005	20034704956004	Flush Sediment	1.5	7
90	2	61	3900	10	20034704956	49.56	20034704956006	20034704956005	Flush Sediment	1.5	6
91	2	61	3900	10	20034704956	49.56	20034704956007	20034704956006	Flush Sediment	1.5	9
92	2	61	3900	10	20034704956	49.56	20034704956008	20034704956007	Flush Sediment	1.5	28
93	2	61	3900	10	20034704965	49.65	20034704965002	20034704965001	Debris Removal	7 x 3.5 Box	6
94	2	61	3900	10	20034704965	49.65	20034704965003	20034704965002	Debris Removal	7 x 3 Box	76
95	2	61	3900	10	20034704965	49.65	20034704965004	20034704965003	Debris Removal	8 x 3 Box	6
96	2	63	7100	10	20034704734	47.34	20034704734002	20034704734001	Do Nothing	4	440
97	2	63	7100	10	20034704734	47.34	20034704734003	20034704734002	Do Nothing	4	162
98	2	63	7100	10	20034704734	47.34	20034704734004	20034704734003	Do Nothing	3	9
99	2	63	7100	10	20034704770	47.70	20034704770002	20034704770001	Do Nothing	2	202
100	2	63	8300	10	20034704816	48.16	20034704816016	20034704816009	Do Nothing	2	327
101	2	63	8300	10	20034704854	48.54	20034704854003	20034704854002	Do Nothing	2	

102	2	63	8300	10	20034704854	48.54	20034704854004	20034704854003	Do Nothing	4.3 x 2.5 Box	6
103	2	63	3900	10	20034704941	49.41	20034704941003	20034704941002	Do Nothing	1.5	53
104	2	63	3900	10	20034704950	49.50	20034704950006	20034704950005	Do Nothing	1.5	8
105	2	63	3900	10	20034704950	49.50	20034704950008	20034704950006	Do Nothing	0.7	9
106	2	64	7100	10	20030104688	46.88	20030104688002	20030104688001	Do Nothing	2	80
107	2	65	7100	10	20034104758	47.58	20034104758002	20034104758001	Do Nothing	1.5	39
108	2	65	7100	10	20034104758	47.58	20034104758003	20034104758002	Do Nothing	1.5	38
109	2	65	7100	10	20030104768	47.68	20030104768002	20030104768001	Do Nothing	2	118
110	2	65	8300	10	20034704816	48.16	20034704816015	20034704816014	Do Nothing	2	40
111	2	65	8300	10	20034704816	48.16	20034704816021	20034704816020	Do Nothing	1.5	45
112	2	65	8300	10	20034704854	48.54	20034704854009	20034704854008	Do Nothing	1	60
113	2	65	8300	10	20034704884	48.84	20034704884009	20034704884005	Do Nothing	1.2	38
114	2	65	8300	10	20034704903	49.03	20034704903003	20034704903002	Do Nothing	4 x 1.5 Box	60
115	2	65	3900	10	20034704921	49.21	20034704921009	20034704921008	Do Nothing	3	28
116	2	65	3900	10	20034704925	49.25	20034704925003	20034704925002	Do Nothing	2	37
117	2	65	3900	10	20034704976	49.76	20034704976011	20034704976010	Flush Sediment	1	164
118	2	66	7100	10	20034704734	47.34	20034704734021	20034704734005	Do Nothing	1.5	6
119	2	66	7100	10	20034704734	47.34	20034704734023	20034704734007	Do Nothing	1.5	19
120	2	66	3900	10	20034704976	49.76	20034704976014	20034704976012	Do Nothing	1	7
121	1	80	7100	10	20030104688	46.88	20030104688003	20030104688002	Do Nothing	2	98
122	1	80	7100	10	20034704734	47.34	20034704734017	20034704734016	Do Nothing	1.5	43
123	1	80	7100	10	20034704734	47.34	20034704734018	20034704734003	Do Nothing	2	15
124	1	80	7100	10	20034704734	47.34	20034704734019	20034704734018	Do Nothing	2	37
125	1	80	7100	10	20034704734	47.34	20034704734020	20034704734003	Do Nothing	1.5	3
126	1	80	7100	10	20034704734	47.34	20034704734024	20034704734008	Do Nothing	1.5	10
127	1	80	7100	10	20034704734	47.34	20034704734025	20034704734009	Do Nothing	1	30
128	1	80	7100	10	20034704734	47.34	20034704734027	20034704734013	Do Nothing	1.5	4
129	1	80	7100	10	20034704734	47.34	20034704734028	20034704734014	Do Nothing	1.5	3
130	1	80	7100	10	20034704770	47.70	20034704770006	20034704770005	Do Nothing	1	10
131	1	80	8300	10	20034704816	48.16	20034704816004	20034704816003	Do Nothing	3	72
132	1	80	8300	10	20034704816	48.16	20034704816005	20034704816004	Do Nothing	3	108
133	1	80	8300	10	20034704816	48.16	20034704816006	20034704816005	Do Nothing	3	61
134	1	80	8300	10	20034704816	48.16	20034704816007	20034704816006	Do Nothing	3	23
135	1	80	8300	10	20034704816	48.16	20034704816008	20034704816007	Do Nothing	3	12
136	1	80	8300	10	20034704816	48.16	20034704816009	20034704816008	Do Nothing	3	507
137	1	80	8300	10	20034704816	48.16	20034704816010	20034704816004	Do Nothing	1.5	40
138	1	80	8300	10	20034704816	48.16	20034704816011	20034704816010	Do Nothing	1	12
139	1	80	8300	10	20034704816	48.16	20034704816013	20034704816012	Do Nothing	2	75
140	1	80	8300	10	20034704816	48.16	20034704816014	20034704816013	Do Nothing	2	55
141	1	80	8300	10	20034704816	48.16	20034704816017	20034704816016	Do Nothing	2	51
142	1	80	8300	10	20034704816	48.16	20034704816019	20034704816018	Do Nothing	1.5	3
143	1	80	8300	10	20034704816	48.16	20034704816020	20034704816019	Do Nothing	1.5	38
144	1	80	8300	10	20034704816	48.16	20034704816023	20034704816022	Do Nothing	1.5	6
145	1	80	8300	10	20034704816	48.16	20034704816025	20034704816023	Do Nothing	1.5	
146	1	80	8300	10	20034704816	48.16	20034704816026	20034704816007	Do Nothing	Unknown	27
147	1	80	8300	10	20034704816	48.16	20034704816031	20034704816030	Do Nothing	1.5	70
148	1	80	8300	10	20034704842	48.42	20034704842003	20034704842002	Do Nothing	3	110
149	1	80	8300	10	20034704842	48.42	20034704842004	20034704842003	Do Nothing	3	67
150	1	80	8300	10	20034704842	48.42	20034704842005	20034704842004	Do Nothing	3	54
151	1	80	8300	10	20034704854	48.54	20034704854008	20034704854005	Do Nothing	2	347
152	1	80	8300	10	20034704854	48.54	20034704854010	20034704854008	Do Nothing	1.5	50
153	1	80	8300	10	20034704854	48.54	20034704854011	20034704854010	Do Nothing	1	47
154	1	80	8300	10	20034704884	48.84	20034704884003	20034704884002	Do Nothing	2	103
155	1	80	8300	10	20034704884	48.84	20034704884006	20034704884005	Do Nothing	2	
156	1	80	8300	10	20034704884	48.84	20034704884007	20034704884005	Do Nothing	1	20
157	1	80	8300	10	20034704884	48.84	20034704884008	20034704884005	Do Nothing	1	18

158	1	80	3900	10	20034704921	49.21	20034704921002	20034704921001	Do Nothing	3.5	
159	1	80	3900	10	20034704921	49.21	20034704921003	20034704921002	Do Nothing	3.5	6
160	1	80	3900	10	20034704921	49.21	20034704921004	20034704921003	Do Nothing	3.5	13
161	1	80	3900	10	20034704921	49.21	20034704921005	20034704921004	Do Nothing	3.5	155
162	1	80	3900	10	20034704921	49.21	20034704921006	20034704921005	Do Nothing	3.5	122
163	1	80	3900	10	20034704921	49.21	20034704921007	20034704921006	Do Nothing	3.5	68
164	1	80	3900	10	20034704921	49.21	20034704921010	20034704921007	Do Nothing	1.5	26
165	1	80	3900	10	20034704925	49.25	20034704925002	20034704925001	Do Nothing	2	157
166	1	80	3900	10	20034704941	49.41	20034704941010	20034704941006	Do Nothing	1	2
167	1	80	3900	10	20034704941	49.41	20034704941012	20034704941011	Do Nothing	1	2
168	1	80	3900	10	20034704941	49.41	20034704941013	20034704941012	Do Nothing	1	36
169	1	80	3900	10	20034704941	49.41	20034704941011	20034704941010	Do Nothing	1	225
170	1	80	3900	10	20034704950	49.50	20034704950004	20034704950002	Do Nothing	1	3
171	1	80	3900	10	20034704976	49.76	20034704976003	20034704976002	Do Nothing	4	9
172	1	80	3900	10	20034704976	49.76	20034704976005	20034704976004	Do Nothing	4	100
173	1	80	3900	10	20034704976	49.76	20034704976007	20034704976006	Do Nothing	1	22
174	1	80	3900	10	20034704976	49.76	20034704976010	20034704976008	Do Nothing	1	9
175	1	80	3900	10	20034704976	49.76	20034704976013	20034704976012	Do Nothing	1	16
176	1	82	8300	10	20034704884	48.84	20034704884004	20034704884003	Do Nothing	1.2	21
177	1	88	3900	10	20034704976	49.76	20034704976004	20034704976003	Do Nothing	4	393
178	No Eval	No Eval	7100	10	20034704734	47.34	20034704734026	20034704734010	No Data	1	
179	No Eval	No Eval	8300	10	20034704816	48.16	20034704816002	20034704816001	No Data	3	
180	No Eval	No Eval	8300	10	20034704816	48.16	20034704816027	20034704816003	No Data	1.5	17
181	No Eval	No Eval	8300	10	20034704816	48.16	20034704816029	20034704816016	No Data	1.5	29
182	No Eval	No Eval	8300	10	20034704842	48.42	20034704842002	20034704842001	No Data	3	
183	No Eval	No Eval	8300	10	20034704854	48.54	20034704854002	20034704854001	No Data	2	
184	No Eval	No Eval	8300	10	20034704872	48.72	20034704872002	20034704872001	No Data	2	290
185	No Eval	No Eval	8300	10	20034704872	48.72	20034704872008	20034704872006	No Data	1	
186	No Eval	No Eval	8300	10	20034704884	48.84	20034704884002	20034704884001	No Data	2	
187	No Eval	No Eval	8300	10	20034704910	49.10	20034704910006	20034704910004	No Data	Unknown	
188	No Eval	No Eval	3900	10	20034704941	49.41	20034704941008	20034704941007	No Data	Unknown	
189	No Eval	No Eval	3900	10	20034704956	49.56	20034704956002	20034704956001	No Data	1	110
190	No Eval	No Eval	3900	10	20034704956	49.56	20034704956003	20034704956002	No Data	1	400
191	No Eval	No Eval	3900	10	20034704976	49.76	20034704976002	20034704976001	No Data	4	
192	No Eval	No Eval	3900	10	20034704976	49.76	20034704976006	20034704976004	No Data	1	8

Culvert Priority Ranking Sheet (March 2017)

Sorted by Health Assessment

Siskiyou 263 / Yreka Rehab / 49.07/49.41

EA# 02-1H520

Health Assessment Values:	0 - 19 =	Critical
	20 - 49 =	Poor
	50 - 79 =	Fair

Drainage/Culverts Segments	Assessment Code	Health Assess	AADT	Detour Length (miles)	System Number (Required)	Post Mile	Upstream ETNO	Downstream ETNO	Notes	Culvert Diameter	Culvert Length/ft
1	4	12	2500	10	22634004910	49.1	22634004910006	22634004910005	Replace	3	170
2	3	20	2500	10	22634004918	49.18	22634004918002	22634004918001	Flush Sediment	2	76
3	3	37	2500	10	22634004918	49.18	22634004918003	22634004918002	Replace	2	10
4	3	38	2500	10	22634004910	49.1	22634004910007	22634004910005	Flush Sediment	2	133
5	3	40	2500	10	22634004910	49.1	22634004910005	22634004910004	Invert Repair	3	64
6	2	51	2500	10	22634004910	49.1	22634004910008	22634004910007	Flush Sediment	2	73
7	2	58	2500	10	22634004910	49.1	22634004910004	22634004910003	Do Nothing	3	218
8	2	61	2500	10	22634004910	49.1	22634004910002	22634004910001	Do Nothing	3	97
9	2	61	2500	10	22634004910	49.1	22634004910003	22634004910002	Do Nothing	3	23
10	2	61	2500	10	22634004910	49.1	22634004910009	22634004910008	Do Nothing	1.5	5

Culvert Priority Ranking Sheet (March 2017)

Siskiyou 5 / Yreka Rehab / 48.26

EA# 02-1H520

Sorted by Health Assessment

Health Assessment Values:	0 - 19 =	Critical
	20 - 49 =	Poor
	50 - 79 =	Fair
	80 - 100 =	Good

Drainage/Culverts Segments	Assessment Code	Health Assess	AADT	Detour Length (miles)	System Number (Required)	Post Mile	Upstream ETNO	Downstream ETNO	Notes	Culvert Diameter	Culvert Length/ft
1	3	38	3500	10	20050104826	48.26	20050104826007	20050104826006	Invert Repair	2	134
2	3	40	3500	10	20050104826	48.26	20050104826008	20050104826007	Flush Sediment	2	58