



Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Project Level Conformity Group Meeting

Tuesday, June 25, 2024, 10:00 to 12:00 p.m.

Meeting Information

Remote Participation Instructions

- [Join by computer or smart device](#)
- Or dial in using your phone:
 - Dial-in #: (877) 853-5257 or (888) 475-4499
 - Meeting ID: 872 1581 3924

Agenda

1. Welcome and Introductions
2. Consultation to Determine Project of Air Quality Concern (POAQC) Status
 - a. SR128/I-505 Overcrossing /Russell Blvd Bicycle and Pedestrian Improvements
3. Consultation to Determine Projects of Regional Significance
 - a. Plumas Lake Blvd/SR 70 Interchange Project Phase 2
4. Next Steps

SACOG POAQC Coordinator:

Jackie Kahrs

jkahrs@sacog.org

Project of Air Quality Concern (POAQC) Determination Form

MTIP ID# (required): YOL19529	
Project Description (clearly describe project): The project would include bicycle and pedestrian improvements from the intersection of Morgan Street and Grant Ave/State Route (SR) 128 in Winters to Russell Blvd/County Road (CR) 32 and Fredericks Drive in unincorporated Yolo County. Both project alternatives propose to construct complete streets improvements along the project corridor, with the following roadway improvements: curb, gutter, and sidewalk. <u>Alternative 1:</u> The project would install a Class 1 multi-use path between Morgan Street and East Main Street, where the path would connect with the existing multi-use path spanning East main Street to Matsumoto Lane. Class 2 bike lanes would be installed between Matsumoto Lane and I-505 northbound off-ramp intersections. Between the Interstate 505 (I-505) northbound off-ramp and Fredericks Drive intersections, the project would construct a Class 1 multi-use path for bicycles and pedestrians with ADA improvements. In addition, the project would widen the existing bridge structure (Bridge No. 22-110) over I-505, which will include the new bicycle, pedestrian and safety improvements. The bridge would be widened with either a cast-in-place concrete box girder to match the existing structure type, or with precast/pre-stressed wide flange concrete girders. Additional concrete columns and pile foundations at the bents will be required to support the widened bridge deck, as well as widened concrete abutments with additional pile foundations. The existing overcrossing will be widened entirely on the south side, with approximately 26 feet of additional bridge deck added to the overall structure width. An 8-foot-wide sidewalk will be added to the south side of the overcrossing and 8-foot-wide Class 2 bikes lanes will be added on both the north and south side. <u>Alternative 2:</u> The project would construct a Class 1 multi-use path for bicycles and pedestrians with ADA improvements between Morgan Street and Fredericks Drive intersections. In addition, the project would construct a new pedestrian overcrossing over I-505, which will include the new bicycle, pedestrian and safety improvements. The new overcrossing will be a two-span structure using precast/pre-stressed wide flange concrete girders with a concrete deck for the superstructure. The substructure will consist of concrete abutments on pile foundations, and a single concrete column bent on pile foundations placed in the median of I-505. The bridge will have a clear width of 12 feet between concrete curbs with chain link railing along both edges of the deck. Both project alternatives would include channelization improvements on the west side of the interchange, including a new right turn pocket onto the southbound I-505 on-ramp. Additional project work would include storm drain modification, paving, striping, and sign installation.	
Type of Project: Bicycle and Pedestrian Improvements and Intersection channelization	County: Yolo County
Narrative Location/Route & Post Miles: Morgan Street and Grant Ave/State Route (SR) 128 to Russell Blvd/County Road (CR) 32 and Fredericks Drive/ 03-Yol-SR 128-PM 8.7/9.8	
Caltrans Projects – EA#: 03-2H030	
Lead Agency: The City of Winters and California Department of Transportation (Caltrans)	

Project of Air Quality Concern (POAQC) Determination Form

Contact Person: Paul Gervacio, PE, Project Manager	Email: pgervacio@psomas.com															
Phone#: (916) 788-4877																
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ☒ PM10 ☐																
Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? Typically, EA or above is a 23 USC 327 project. <i>(check one)</i> 23 USC 326 ☒ 23 USC 327 ☐																
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> Categorical Exclusion (NEPA) ☒ EA or Draft EIS ☐ FONSI or Final EIS ☐																
Scheduled Date of Federal Action: NEPA CE Approval anticipated in Fall 2024.																
Current Programming Dates <i>(as appropriate)</i> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th>PE/Environmental</th> <th>ENG</th> <th>ROW</th> <th>CON</th> </tr> </thead> <tbody> <tr> <td>Start</td> <td>FY 21/22</td> <td>FY 24/25</td> <td>FY 24/25</td> <td>FY 25/26</td> </tr> <tr> <td>End</td> <td>FY 24/25</td> <td>FY 25/26</td> <td>FY 25/26</td> <td>FY 27/28</td> </tr> </tbody> </table>			PE/Environmental	ENG	ROW	CON	Start	FY 21/22	FY 24/25	FY 24/25	FY 25/26	End	FY 24/25	FY 25/26	FY 25/26	FY 27/28
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End	FY 24/25	FY 25/26	FY 25/26	FY 27/28												
Project Purpose and Need <i>(Summary)</i>: The purpose of the project is to provide a dedicated pedestrian and bicycle facility across I-505, connecting residences east of the freeway with schools and businesses on Main Street in Winters. The project would also provide part of a regional bicycle trail connecting the City of Winters with areas of Yolo County and the City of Davis. The project is needed to provide bicycle and pedestrian accessibility and improve safety along the Grant Avenue/SR 128 and Russell Blvd corridor over Interstate 505 within, and east of, the City of Winters to connect the El Rio Villa residential community with schools and businesses in Winters.																

Project of Air Quality Concern (POAQC) Determination Form

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Phone#: (916) 788-4877				
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Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? Typically, EA or above is a 23 USC 327 project. <i>(check one)</i> 23 USC 326 ☒ 23 USC 327 ☐				
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Project Purpose and Need <i>(Summary)</i> : The purpose of the project is to provide a dedicated pedestrian and bicycle facility across I-505, connecting residences east of the freeway with schools and businesses on Main Street in Winters. The project would also provide part of a regional bicycle trail connecting the City of Winters with areas of Yolo County and the City of Davis. The project is needed to provide bicycle and pedestrian accessibility and improve safety along the Grant Avenue/SR 128 and Russell Blvd corridor over Interstate 505 within, and east of, the City of Winters to connect the El Rio Villa residential community with schools and businesses in Winters.				

Surrounding Land Use/Traffic Generators *(Describe effect of traffic generators or diesel traffic. Also, provide a map, preferably aerial photo, with labeled locations of nearby (within 500 ft.) sensitive receptors, such as daycare facilities and schools):*

The land use adjacent to the proposed project area is primarily commercial and agricultural, but also includes residential areas near the eastern terminus of the project area, within the Villas at El Rio community, as well as near the western terminus of the project area on Morgan Street. Dominant land cover and vegetative communities within the Biological Study Area (BSA) consists of barren, urban, disturbed/ruderal, annual grassland, agriculture, and open water.

The proposed project is not anticipated to increase traffic generators or diesel traffic. The majority of this project involves bicycle and pedestrian infrastructure improvements. The intersection channelization portion of the project involves construction of a 300-ft long right turn lane on the west side of the interchange, which would provide a new right turn pocket onto the southbound I-505 on-ramp. Because the project would not increase the number of travel lanes, no increase in Vehicle Miles Traveled (VMT) is anticipated as result of project implementation. In fact, VMT may decrease as a result off this project because the dedicated pedestrian and bicycle facility would provide new means of non-vehicular transportation through the corridor.

There are several sensitive receptor locations within the 500-foot buffer of the total project area. However, the intersection channelization segment of the project does not have any sensitive receptor locations within 500 feet.

Opening Year: Build and No-Build LOS – AM 2-Hr, % and # trucks, truck AM 2-Hr of proposed facility: *(if No Change between Build and N-Build, explain and document why.)*

Open to Traffic

Year	LOS	AADT	AM-2Hr	Truck AADT	Truck AM 2-Hr, % and #
Build	Both Build Alternatives include only a small portion of intersection channelization, as a safety measure for bicyclists and pedestrians using the multi-use trail. There are not expected to be any changes in the percentage or number of trucks, including diesel operated trucks, since the channelization aspect of the project would not add any new travel lanes.				

No-Build	The no-build alternative would not implement the multi-use trail, safety improvements, or I-505 on-ramp intersection channelization. No changes to existing traffic flow or vehicle emissions would occur.				
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MTP Horizon Year/Design Year: Build and No-Build LOS , AADT, AM 2-Hr, Truck AADT, and % and # trucks for AM 2-Hr of proposed facility:					
Horizon Year	LOS	AADT	AM-2Hr	Truck AADT	Truck AM 2-Hr, % and #
Build	Both Build Alternatives include only a small portion of intersection channelization, as a safety measure for bicyclists and pedestrians using the multi-use trail. There are not expected to be any changes in the percentage or number of trucks, including diesel operated trucks, since the channelization aspect of the project would not add any new travel lanes.				
No-Build	The no-build alternative would not implement the multi-use trail, safety improvements, or I-505 on-ramp intersection channelization. No changes to existing traffic flow or vehicle emissions would occur.				
Only if Facility is an Interchange or Intersection: Opening Year <i>Build and No Build cross-street AADT, % and # trucks, truck AADT):</i> A traffic study was determined not necessary for this project due to the minimal amount of intersection channelization (approximately 300 feet, as stated in section above). The proposed turn lane would begin at the CR 90/SR 128 traffic light intersection, extending east down SR 128 to the I-505 southbound onramp. No changes in the percentage or number of trucks are anticipated for either build alternative or the no-build alternative for the opening year. No changes in truck AADT are anticipated for either build alternative or the no-build alternative for the opening year.					
Only if Facility is an Interchange or Intersection: MTP Horizon Year / Design Year <i>Build and No Build cross-street AADT, % and # trucks, truck AADT):</i> A traffic study was determined not necessary for this project due to the minimal amount of intersection channelization (approximately 300 feet, as stated in section above). The proposed turn lane would begin at the CR 90/SR 128 traffic light intersection, extending east down SR 128 to the I-505 southbound onramp. No changes in the percentage or number of trucks are anticipated for either build alternative or the no-build alternative for the horizon year/design year. No changes in truck AADT are anticipated for either build alternative or the no-build alternative for the horizon year/design year.					
Describe potential traffic redistribution effects of congestion relief (impact on other facilities): The project would not increase the number of travel lanes, and no increase in VMT or AADT is anticipated as a result of project implementation. In fact, VMT may decrease as a result of this project because the dedicated pedestrian and bicycle facility would provide new means of non-vehicular transportation through the corridor. As a result, the Grant Ave/SR 128 and Russell Blvd/CR 38 traffic could decrease with project implementation.					

Comments/Explanations/Details *(attach additional sheets as necessary):*

The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern (POAQC)):

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.
This project does not include a new highway project, nor does it include an expanded highway project. Thus, changes to diesel vehicle usage is not anticipated.
2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
The number of diesel vehicles traversing through the project area is not anticipated to change. The LOS is not anticipated to change, therefore there would be no increase of traffic volumes from a significant number of diesel vehicles.
3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
This project does not involve any new bus or rail terminals or transfer points.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
This project does not include expansion of bus or rail terminals or transfer points.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5}- or PM₁₀-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.
The project is not anticipated to violate any applicable PM_{2.5} or PM₁₀ implementation plans or implementation plan submissions.

Attachments

- 1) Project Vicinity
- 2) Project Location
- 3) Sensitive Receptors – 500 Foot Buffer

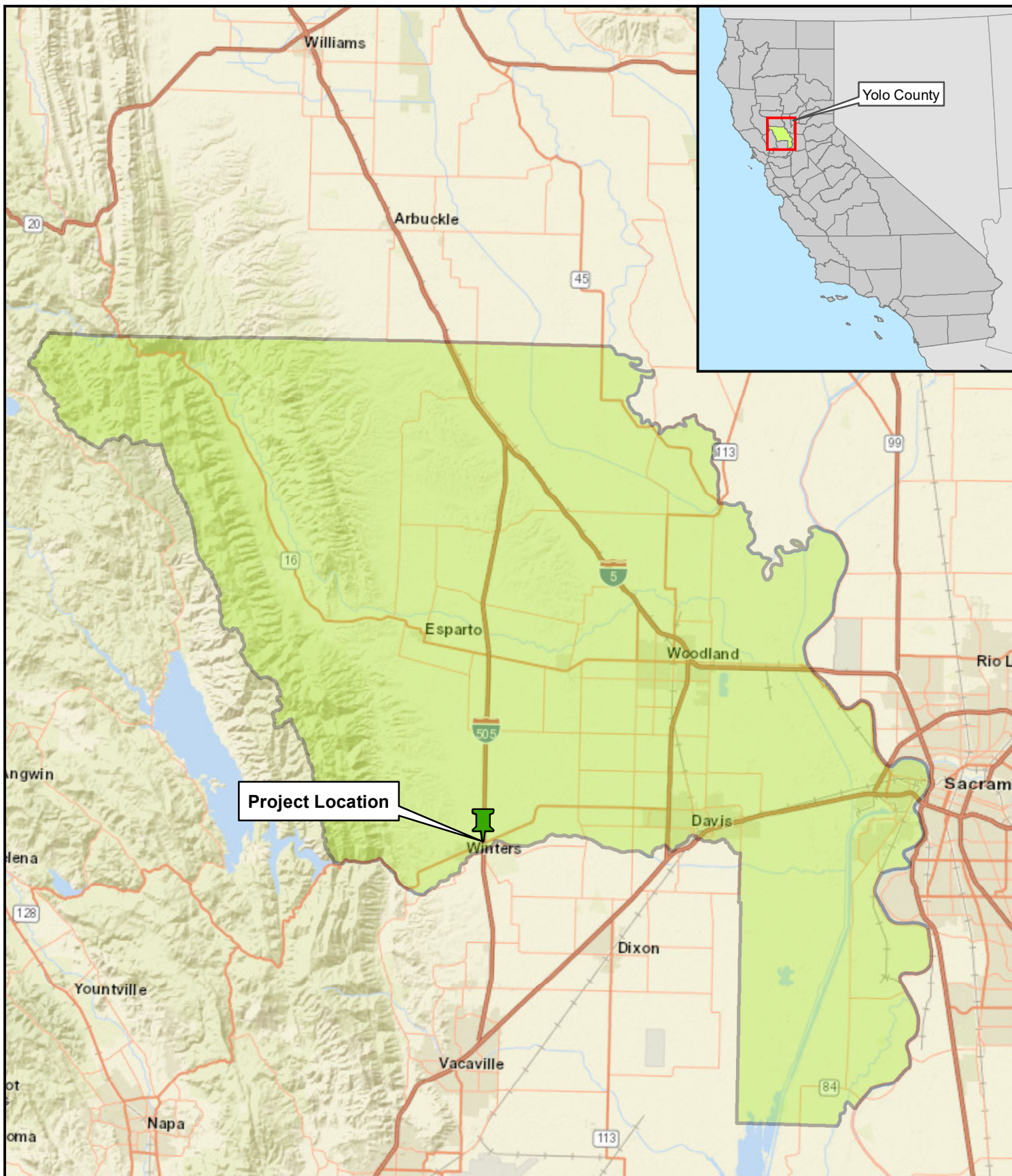


FIGURE 1

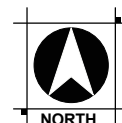
REGIONAL LOCATION

GRANT AVE./SR 128/RUSSELL BLVD.

BIKE AND PEDESTRIAN IMPROVEMENTS PROJECT

YOLO COUNTY, CALIFORNIA

FEBRUARY 2023



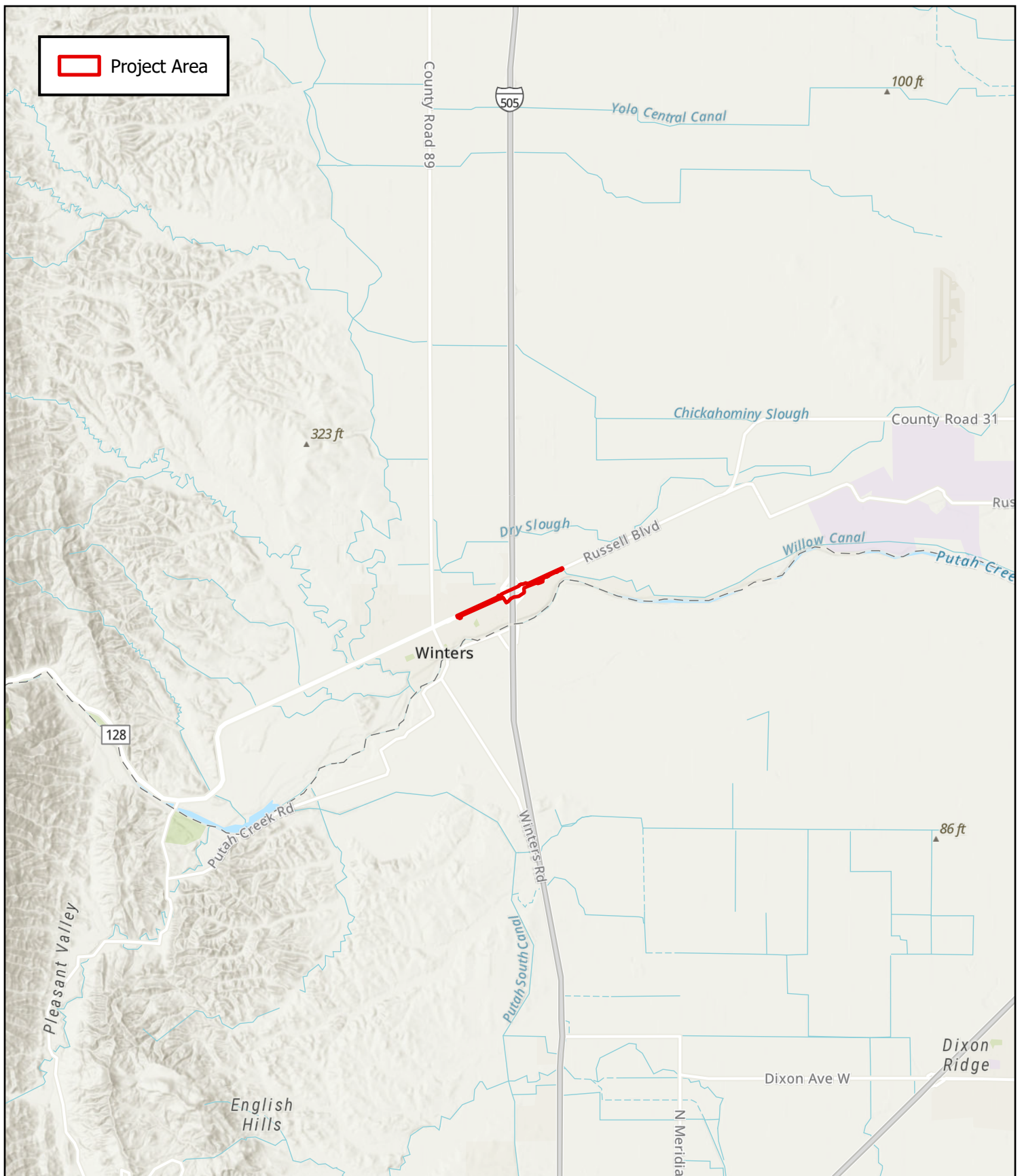


FIGURE 2

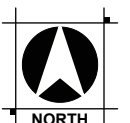
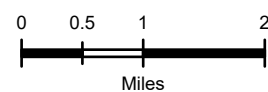
PROJECT LOCATION

GRANT AVE./SR 128/RUSSEL BLVD.

BIKE AND PEDESTRIAN IMPROVEMENTS PROJECT

YOLO COUNTY, CALIFORNIA

JANUARY 2024



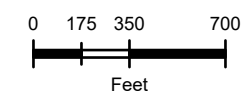
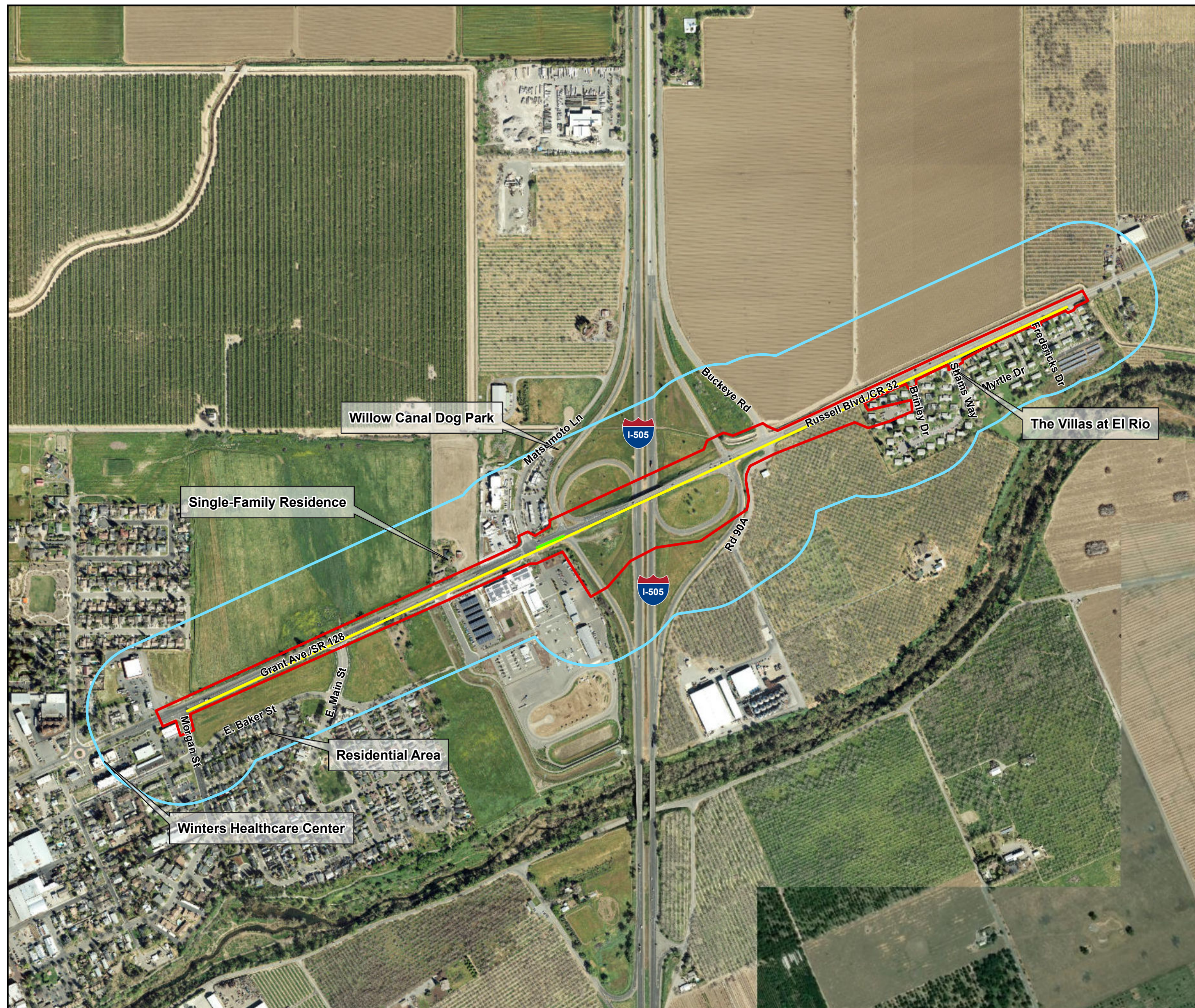
WOOD RODGERS

**SENSITIVE RECEPTORS
500-FOOT BUFFER**

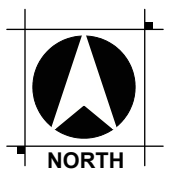
GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
MAY 2024

-  Project Area
-  500-Foot Buffer
-  Bicycle and Pedestrian Improvements
-  Turn Lane/Channelization Improvement



1 inch equals 700 feet




WOOD RODGERS

SACOG Project Level Conformity Group Meeting

June 25, 2024



Grant Avenue/State Route 128/Russell
Boulevard Bike + Pedestrian Improvements



Project Overview

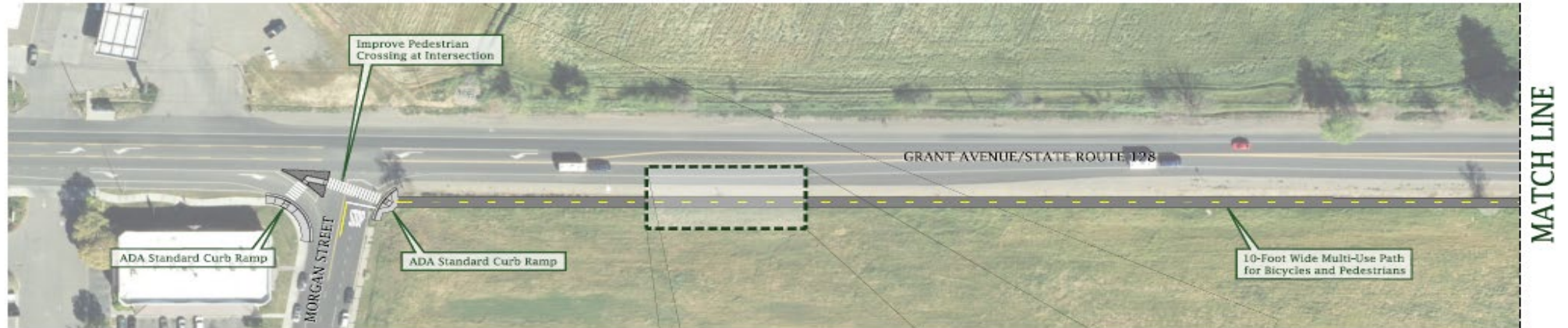


Project Objectives

- Provide a dedicated pedestrian facility across Interstate 505
- Connect residences east of the freeway with schools and businesses in the City
- Improve bicycle and pedestrian safety
- Provide improved ADA accessibility within the Project Area
- Provide part of a regional bicycle trail connecting the City of Winters to the City of Davis (long range plan)

Bicycle and Pedestrian Improvements

Multi-Use Path Between Morgan Street and PG&E Way



LEGEND

- NEW MULTI-USE PATH FOR BICYCLES AND PEDESTRIANS
- ADA CURB RAMP AND INTERSECTION IMPROVEMENTS

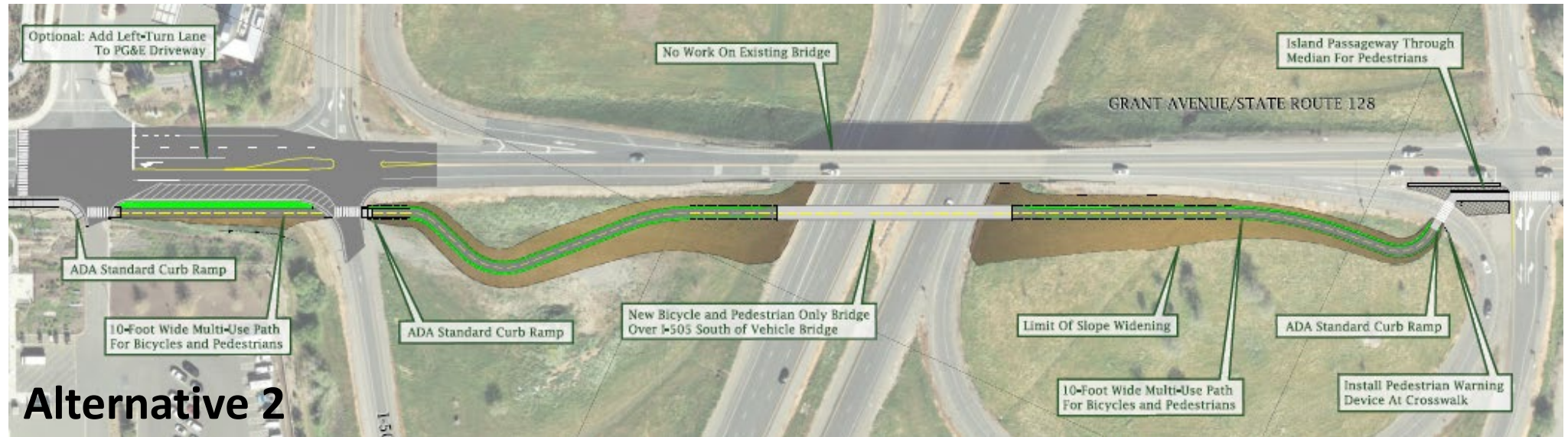
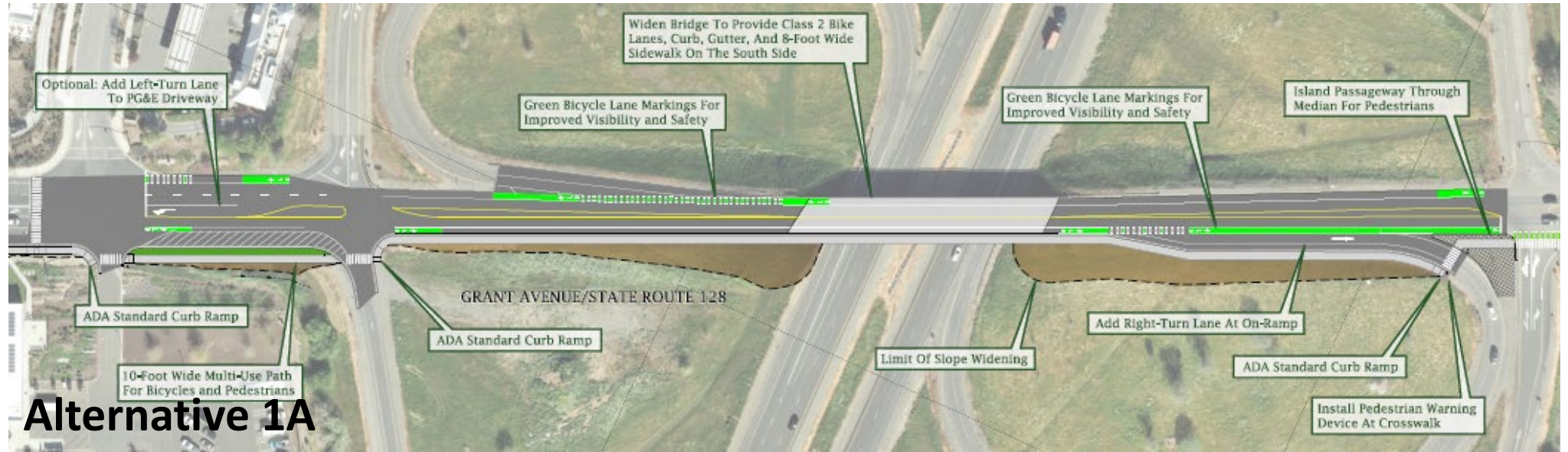


Multi-Use Path Simulation



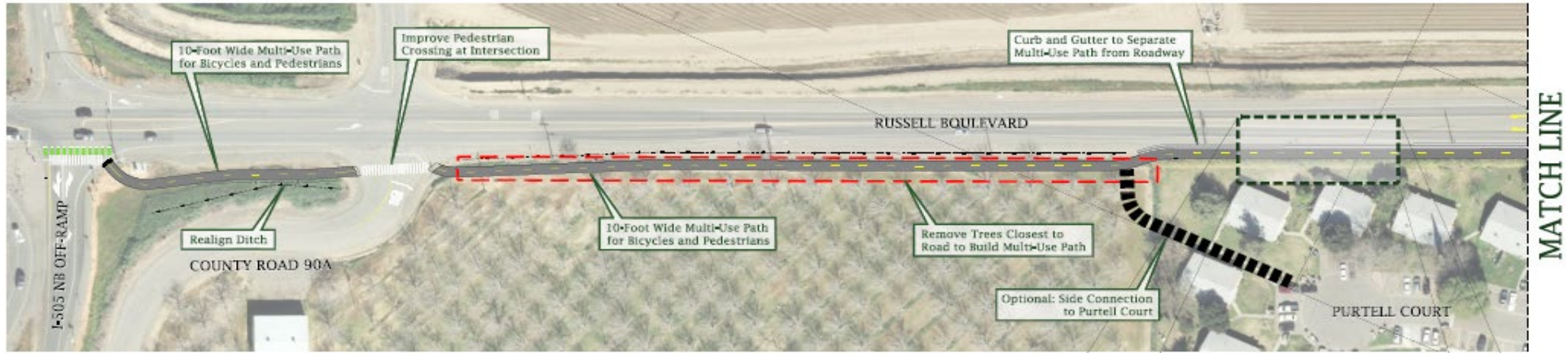
West Side Improvements

Project Alternatives



Bicycle and Pedestrian Improvements

Multi-Use Path Between I-505 and Fredericks Drive



LEGEND

- NEW MULTI-USE PATH FOR BICYCLES AND PEDESTRIANS
- ADA CURB RAMP AND INTERSECTION IMPROVEMENTS
- BICYCLE LANE PAVEMENT MARKINGS
- RIGHT OF WAY ACQUISITION AREA

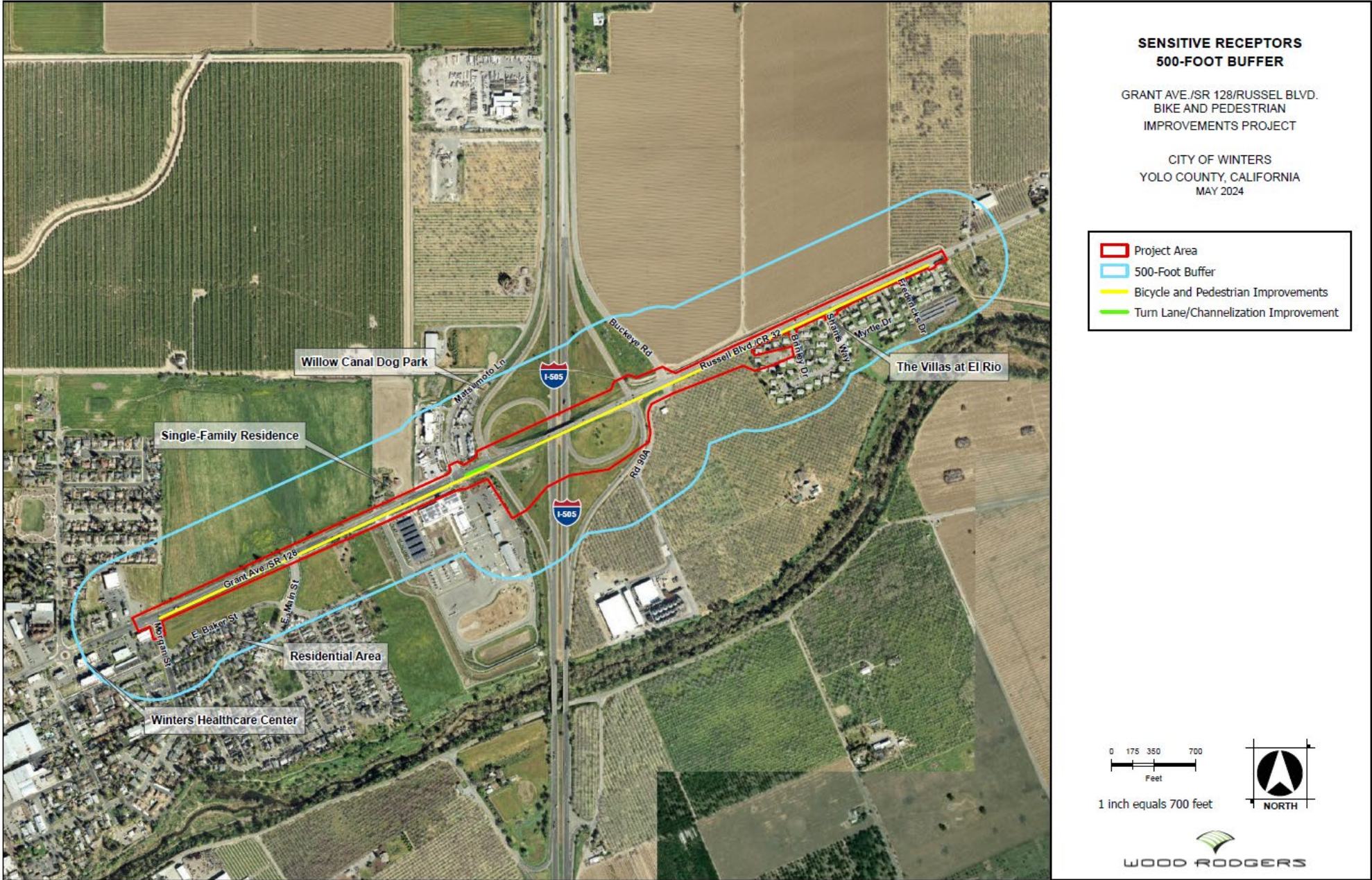


Multi-Use Path Simulation



East Side Improvements

Sensitive Receptors



Recommendation – Not a Project of Air Quality Concern



Alternative 2 – Visual Simulation

MTIP ID# (required): YUB15919

Project Description (*clearly describe project*):

Phase 1 of the proposed action has already been constructed and is currently operational. Phase 2 of the proposed action would replace the existing Algodon Road connection between Plumas Arboga Road and River Oaks Boulevard with a new extension of Plumas Lake Boulevard. The proposed action would eliminate the at-grade crossing on Algodon Road and construct a new railroad overcrossing along the Plumas Lake Boulevard extension. Under current conditions, the existing SR70/Plumas Lake Boulevard Interchange is deficient in that areas east of the facility are accessed via a one mile route along westbound Plumas Lake Boulevard, northbound River Oaks Boulevard, and eastbound Algodon Road, rather than a shorter, direct eastward route. The facility is also deficient in safety as vehicular traffic accessing the areas east of the facility must cross an at-grade UPRR line. Phase 2 of the proposed action is needed to finalize the SR70/Plumas Lake intersection to accommodate planned area growth and provide direct access to land uses east of the SR70/Plumas Lake Boulevard interchange, increase safety for vehicular traffic crossing over the existing UPRR line east of the interchange, and to provide a more direct east-west connection to the SR70/Plumas Lake Boulevard interchange.

To improve the existing deficiencies of the SR70/Plumas Lake Boulevard interchange, the following objectives would be met:

- An approximately 0.46-mile extension of Plumas Lake Boulevard east from the SR 70 Northbound Ramps to Plumas Arboga Road. Plumas Arboga Road would be realigned to meet the Plumas Lake Boulevard extension and would form the north and east legs of a new Plumas Lake Boulevard and Plumas Arboga Road “T” intersection. The four-lane extension of Plumas Lake Boulevard would narrow to one eastbound lane and two westbound lanes approximately 400 feet east of the SR 70 Northbound Ramps. The extension of Plumas Lake Boulevard would then narrow to one lane in each direction with a two-lane left-turn lane approximately 650 feet east of the new Plumas Lake Boulevard and Plumas Arboga Road intersection. The north leg of the new Plumas Lake Boulevard and Plumas Arboga Road intersection would be stop controlled, while the east and west legs would be uncontrolled.
- Construction of one (1) SR70 Southbound loop on-ramp dedicated for westbound Plumas Lake Boulevard traffic.
- Reconfiguration of the SR70 Northbound Ramps and Plumas Lake Boulevard intersection, including two eastbound and westbound through lanes, an eastbound right-turn lane and westbound left-turn lane onto the SR70 Northbound loop on-ramp. The northbound approach of the SR70 Northbound off-ramp would be widened in the existing median to include room for a dedicated northbound left-turn lane for when the intersection is signalized in the future.
- Removal of the section of Algodon Road from east of the railroad crossing to Plumas Arboga Road. The new eastern terminus of Algodon Road would be approximately 1,600 feet east of River Oaks Boulevard, just east of the SR70 undercrossing. This improvement would result in closure of the approximately 2,000 foot long segment of the Algodon Road collector between River Oaks Boulevard and Plumas Arboga Road to traffic. The existing three-legged facility of Plumas Arboga Road and Algodon Road would be reconfigured as an uncontrolled curve in Plumas Arboga Road.

Type of Project: Interchange Project	County: Yuba			
Narrative Location/Route & Post Miles: PM 3.0/3.8 Caltrans Projects – EA#: 03-1J840				
Lead Agency: Yuba County				
Contact Person: Caitlin Greenwood		Email: Caitlin.Greenwood@dot.ca.gov		
Phone#: 530-821-8296				
Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 ☒ PM10 ☐				
Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? Typically, EA or above is a 23 USC 327 project. (<i>check one</i>) 23 USC 326 ☐ 23 USC 327 ☒				
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>) Categorical Exclusion (NEPA) ☐ EA or Draft EIS ☐ FONSI or Final EIS ☐ NEPA Revalidation for Phase II				
Scheduled Date of Federal Action: May 2024 NEPA Revalidation for Phase II				
Current Programming Dates (<i>as appropriate</i>)				
	PE/Environmental	ENG	ROW	CON
Start	June 2022	June 2022	January 2024	September 2025
End	May 2024	September 2024	September 2024	December 2026
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> Phase 1 of the proposed action has already been constructed and is currently operational. Phase 2 of the proposed action would replace the existing Algodon Road connection between Plumas Arboga Road and River Oaks Boulevard with a new extension of Plumas Lake Boulevard. The proposed action would eliminate the at-grade crossing on Algodon Road and construct a new railroad overcrossing along the Plumas Lake Boulevard extension. Under current conditions, the existing SR70/Plumas Lake Boulevard Interchange is deficient in that areas east of the facility are accessed via a one mile route along westbound Plumas Lake Boulevard, northbound River Oaks Boulevard, and eastbound Algodon Road, rather than a shorter, direct eastward route. The facility is also deficient in safety as vehicular traffic accessing the areas east of the facility must cross an at-grade UPRR line. Phase 2 of the proposed action is needed to finalize the SR70/Plumas Lake intersection to accommodate planned area growth and provide direct access to land uses east of the SR70/Plumas Lake Boulevard interchange, increase safety for vehicular traffic crossing over the existing UPRR line east of the interchange, and to provide a more direct east-west connection to the SR70/Plumas Lake Boulevard interchange.				

Surrounding Land Use/Traffic Generators *(Describe effect of traffic generators or diesel traffic. Also, provide a map, preferably aerial photo, with labeled locations of nearby (within 500 ft.) sensitive receptors, such as daycare facilities and schools):*

The traffic generators in the project area are traffic traveling on SR70, Plumas Lake Boulevard, Algodon Road and Old Marysville Road. SR70 is the major freeway/ conventional highway in the project area and serves local and regional travel for Yuba County. It has one interchange at Plumas Lake Boulevard in the project area. Sensitive receptors that are of the greatest concern are single family residences that are within 500 ft of Plumas Lakes Boulevard and SR 70 located west of River Oaks Boulevard, South of Plumas Lake Boulevard, and northeast of Algodon Road as shown in Figure 3.

Only if Facility is an Interchange or Intersection: Opening Year / Design Year *Build and No Build cross-street AADT, % and # trucks, truck AADT):*

The traffic report evaluated the following conditions Existing, Existing Plus Project and Cumulative Plus Project Conditions.

Table 1. Roadway Segment Operations (Opening Year 2026)

Roadway Segment	Existing ADT			Existing Plus Project ADT		
	Auto	Trucks		Auto	Trucks	
	ADT	% Trucks	Truck ADT	ADT	% Trucks	Truck ADT
Plumas Lake Boulevard between River Oaks Boulevard and the SR 70 Ramps	8,397	2%	168	9,200	2%	184
River Oaks Boulevard between Algodon Road and Plumas Lake Boulevard	5,641	2%	113	1,087	2%	22
Algodon Road between River Oaks Boulevard and Plumas Arboga Road ¹	5,148	2%	103	--	2%	--
Plumas Arboga Road between Old Marysville Road and Plumas School Road	3,629	2%	73	3,939	2%	79

¹ Under future conditions this segment is closed.

Plumas Lake Boulevard/SR 70 Interchange Phase 2- Traffic Operation Analysis, Wood Rogers October 2023

Only if Facility is an Interchange or Intersection: Design Year *Build and No Build cross-street AADT, % and # trucks, truck AADT*):

Table 2. Roadway Segment Operations (Design Year 2046)

Roadway Segment	Cumulative No Project			Cumulative Plus Project		
	Auto	Trucks		Auto	Trucks	
	ADT	% Trucks	Truck ADT	ADT	% Trucks	Truck ADT
Plumas Lake Boulevard between River Oaks Boulevard and the SR 70 Ramps	21,029	2%	421	21,592	2%	432
River Oaks Boulevard between Algodon Road and Plumas Lake Boulevard	20,708	2%	414	13,282	2%	266
Algodon Road between River Oaks Boulevard and Plumas Arboga Road ¹	10,483	2%	210	--	2%	--
Plumas Arboga Road between Old Marysville Road and Plumas School Road	7,171	2%	143	7,388	2%	148

¹ Under future conditions this segment is closed.

Plumas Lake Boulevard/SR 70 Interchange Phase 2- Traffic Operation Analysis, Wood Rogers October 2023

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*:

The project improvements such as the replacement of the existing at-grade crossing, signal improvements and roadway extension will assist with traffic circulation in the project area to handle the 20 year- increases in traffic volume.

Comments/Explanations/Details *(attach additional sheets as necessary):*

The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern (POAQC)):

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.

The Proposed Project does not comprise a new or expanded highway project that would increase diesel vehicle traffic. As shown in Tables 1 and 2, diesel truck percentages remain unchanged for the proposed project.

2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

The Proposed Project would not introduce a significant number of diesel vehicles to the project area. Diesel truck percentages remain unchanged as shown in Tables 1 and 2 above.

3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The Proposed Project does not comprise of a bus or rail terminal or transfer point.

4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The Proposed Project does not comprise of expansion of a bus or rail terminal.

5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5}- or PM₁₀-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not affecting sites of violation or possible violation for PM_{2.5} or PM₁₀ in Yuba County which is within the Sacramento Air Basin. This area was found to be in attainment of the 2006 24-hr PM_{2.5} NAAQS on December 31, 2015. The area is currently designated as Maintenance (Moderate) area for PM_{2.5}. The area is currently under a PM_{2.5} Maintenance Plan and 2018 Mitigation Plan requirements due to wildfires. No control measures are provided for transportation sources.

Appendix A-Maps

Regional Location

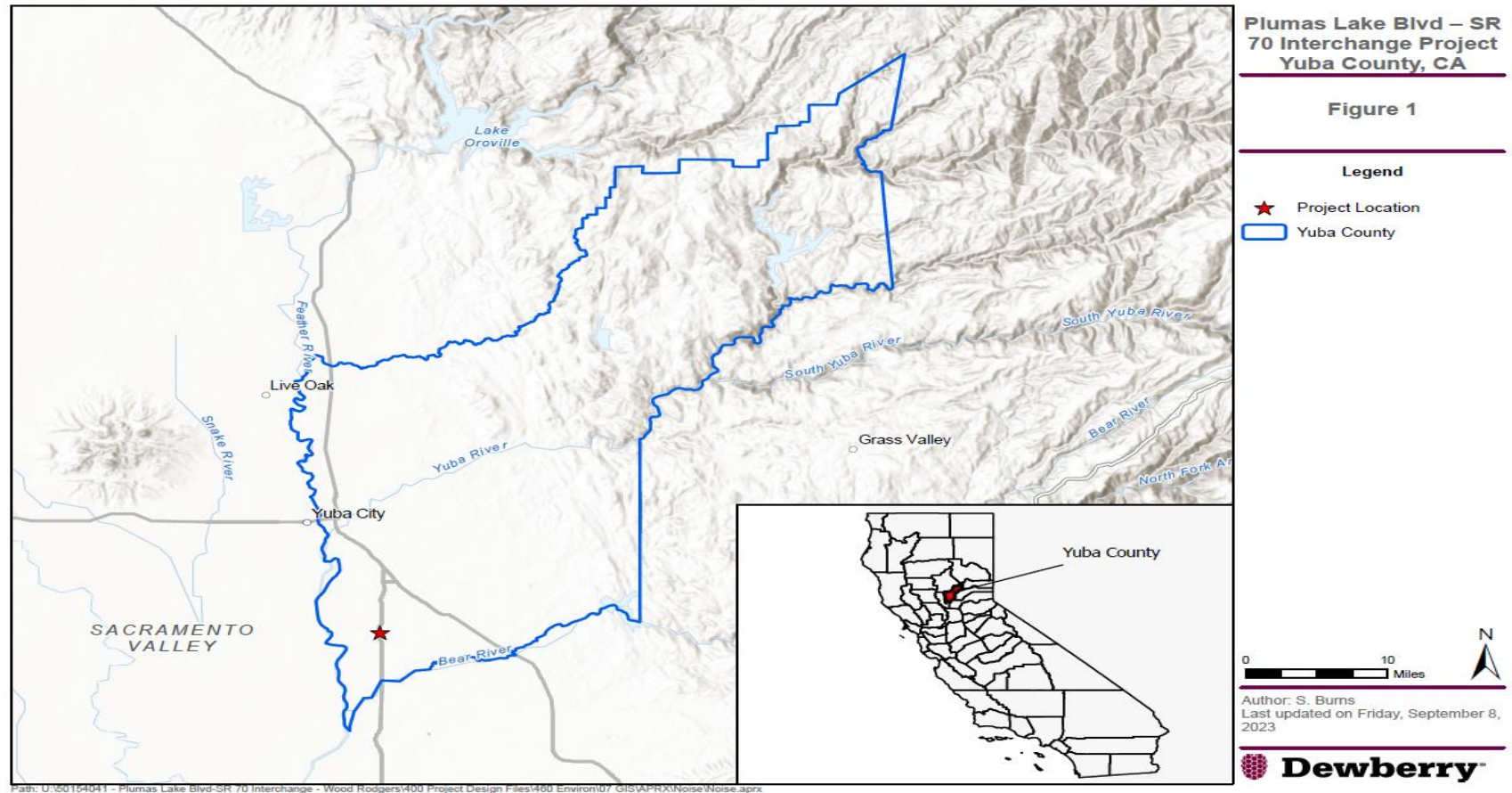


Figure 1. Regional Location Map

Project Location

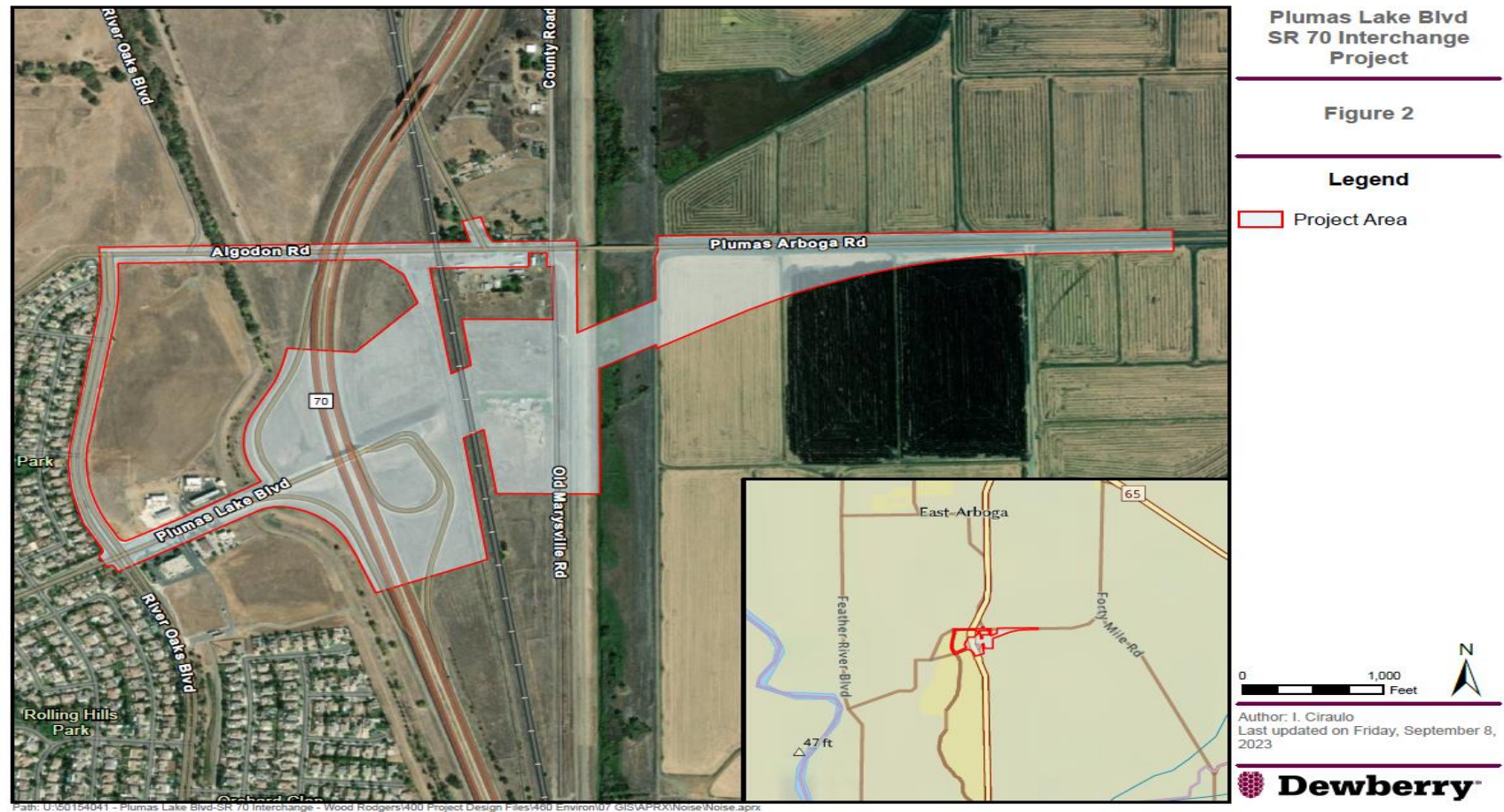


Figure 2. Project Vicinity Map

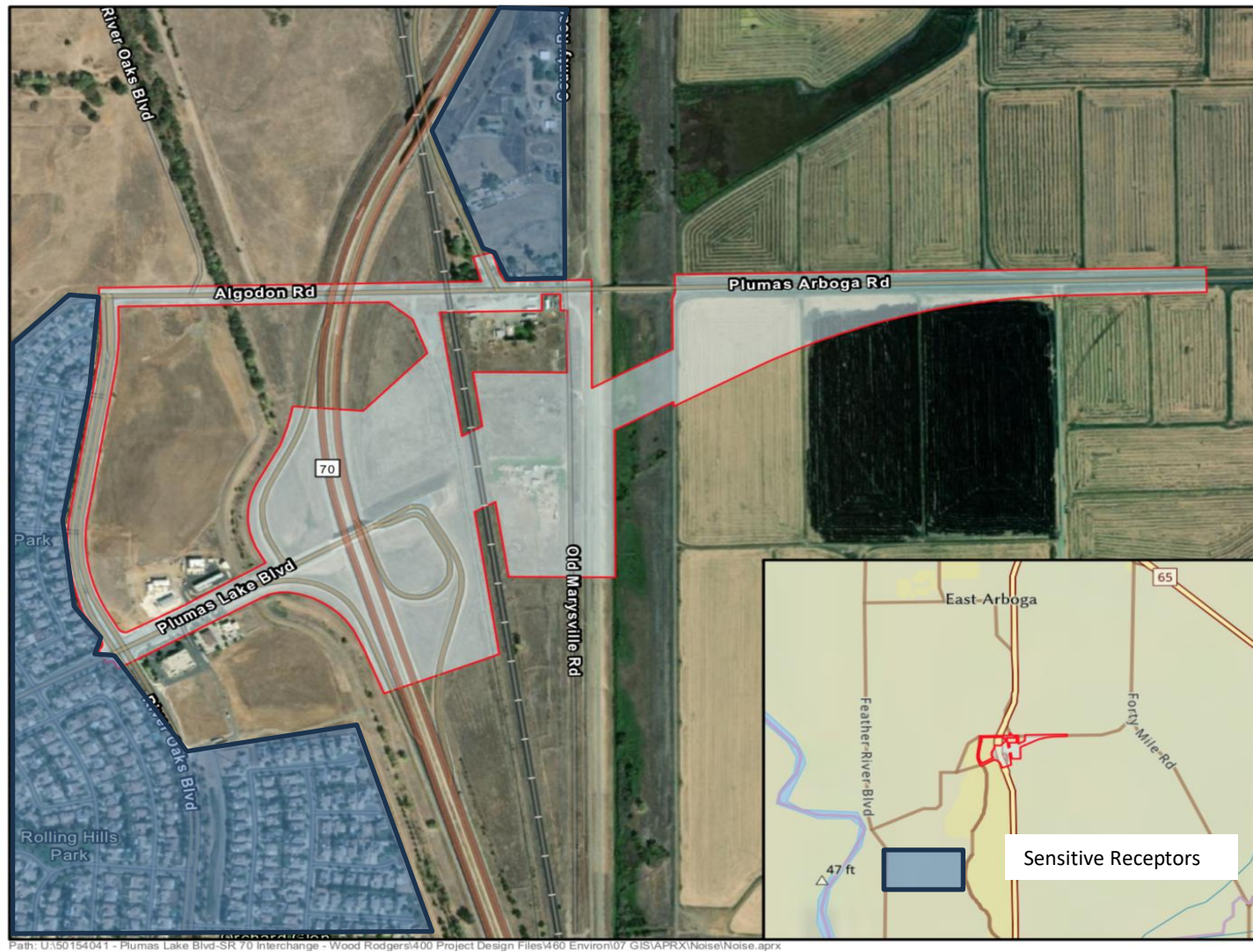


Figure 3. Sensitive Receptors Located Near the Proposed Project

PLUMAS LAKE INTERCHANGE - PHASE II

03-1J840 (EIFS-0321000088)

SACOG ID: YUB15919



SACOG PROJECT
LEVEL
CONFORMITY
PRESENTATION

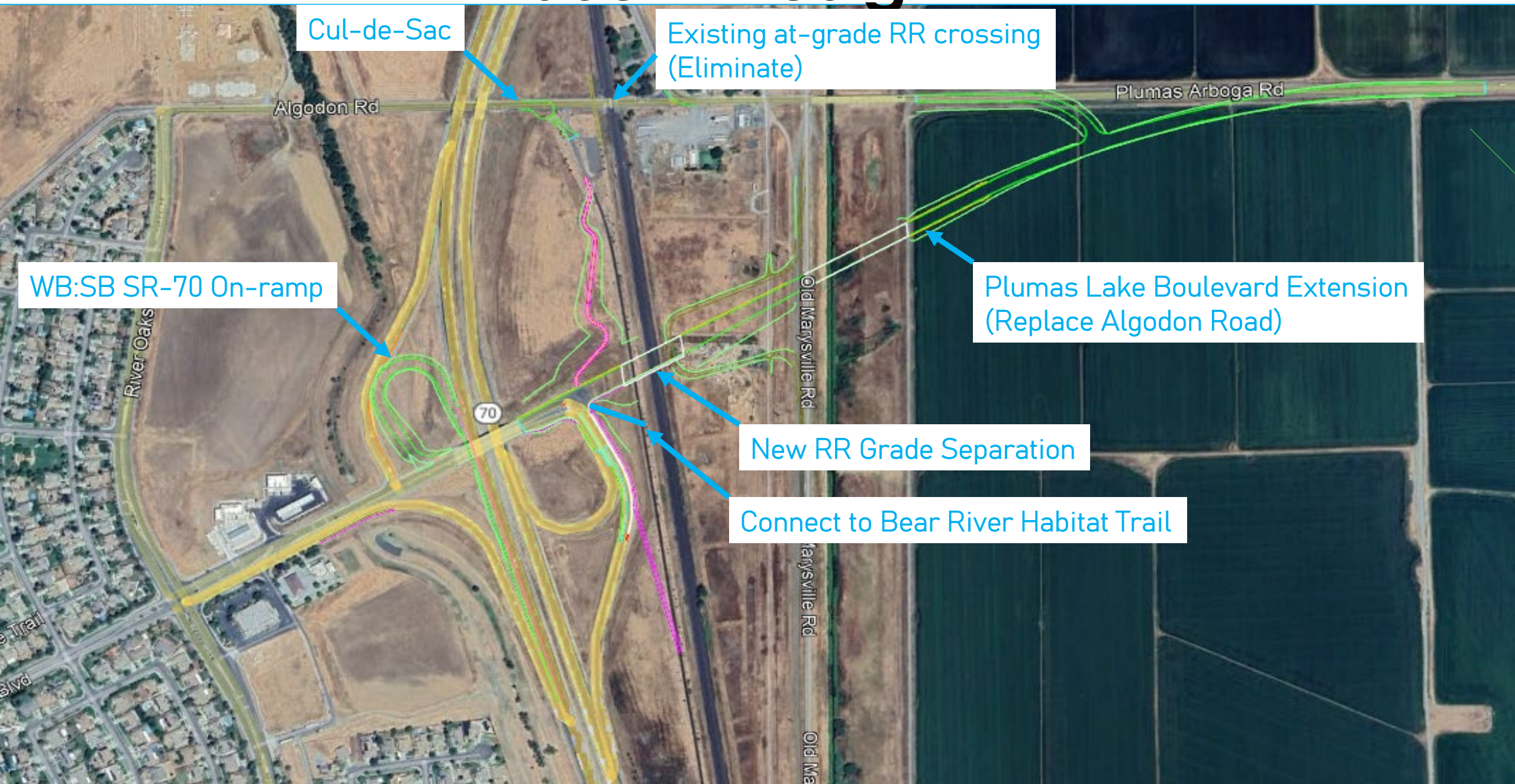
Project Overview

- **Location:** SR-70 (PM 3.0 to 3.8) at Algodon Road, 4.5 miles south of Olivehurst.
- **Project includes two Phases:**
 - **Phase I (Completed):** Constructing overcrossing of SR-70 with four (4) associated interchange ramps with earth fill approaches and realignment of Algodon Road and the Algodon Slough around interchange.
 - **Phase II (Current Phase):** Realign Algodon road to Plumas Lake Boulevard across the UPRR and Western Pacific Interceptor Canal. Replace Algodon Road/UPRR at-grade crossing with new grade-separation. Construct missing westbound Plumas Lake Boulevard to Southbound SR 70 loop on-ramp. Provide connection of Bear River Trail to Plumas Lakes Boulevard.
- **Safety improvements associated with Phase II:**
 - Replace Algodon Road/UPRR At-grade railroad crossing with grade separated bridge over railroad.
- **Purpose and Need:** The purpose of the proposed project is to improve traffic safety and accommodate existing and projected 20-year increases in traffic volumes. The project is needed to provide essential safety improvements and replace the existing at-grade railroad crossing with a grade-separated crossing compatible with existing and planned transportation facilities.

Project Milestones

- **Notice of Determination received:** SCH 2000012051, 2004.
- **Phase I Opened to traffic:** 2009.
- **Phase II final design commenced:** 2020.
- **Phase II Open to Traffic (estimated):** 2028.

Phase II Design



Cul-de-Sac

Existing at-grade RR crossing
(Eliminate)

Algodon Rd

Plumas Arboga Rd

WB:SB SR-70 On-ramp

River Oaks
Blvd

70

Old Marysville Rd

Plumas Lake Boulevard Extension
(Replace Algodon Road)

New RR Grade Separation

Connect to Bear River Habitat Trail

Marysville Rd

Old Ma

Why NEPA Revalidation?

- **Design Updates:**

- Slight adjustment of WB:SB ramp geometry.
- Bicycle/Pedestrian connection from Plumas Lake Blvd to Bear River Trail.

- **Technical Study Updates:**

- Update biological mapping/evaluation of impacts.
- New sensitive receivers in the area (residential units).

Phase II Traffic Analysis Differences

Approved EA/EIR Traffic Analysis	Revalidation 2023 TOA
2030 design year traffic volumes & distribution	New analysis design year 2042. Similar distribution as previous analysis for 2030 design year.
2030 design year traffic volumes more conservative than 2042 design year traffic volumes under the revalidation	2042 design year traffic volumes lower than EA/EIR 2030 traffic projections. County/Caltrans assumed full buildout of Plumas Lakes Specific Plan and surrounding uses by 2030.
Truck Trips unchanged	Truck trips remain unchanged from previous analysis
Evaluated PM emissions	Phase II would not generate PM emissions above what was initially estimated in the approved EA/EIR.



PM2.5 SCREENING PROCEDURE

New or expanded highway projects with significant number/increase in diesel vehicles?

- Truck percentages remain unchanged at 2%.
- Many segments experience a decrease in diesel truck volumes.

Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

individual roadway segments experience increases in LOS but not as a result of increase diesel trucks.

New bus and rail terminals and transfer points—Not Applicable

Expanded bus and rail terminals and transfer points— Not Applicable

Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation-

- The area is under a PM2.5 Maintenance Plan and 2018 Mitigation Plan requirements due to wildfires.
- No control measures are provided for transportation sources regarding PM2.5.
- Cleaner fuel specifications for diesel and reformulated gasoline are required, along with mobile source engine emission standards implemented by CARB statewide. The proposed project incorporates these control measures.
- The project would not exacerbate air quality violations related to PM10 or PM2.5.

Other Air Quality Considerations

- **Project Evaluated and Conforming with original EA/EIR**
- **Project Design concept and scope unchanged since previous conformity determination**
- **Project related traffic lower than previous Analysis.**