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- **EA Number:** 04-0X210
- **Document Item:** PROJECT STUDY REPORT - PROJECT DEVELOPMENT SUPPORT (PSR-PDS)
- **Item Due Date:** 08/15/2025

Number of Documents in Folder to be Signed 1

Approval Levels before Submission for District Director's Signature

05/20/2025

PID V Branch Chief **Date*
Raju Porandla

6/18/2025

Project Manager **Date*
Austin Bossetti

7/8/25

Office Chief (Acting)
Office of Project Initiation **Date*
Warwick WT Cheung

7/31/25

Office Chief **Date*
Design Sonoma & Solano
Ahmed Rahid

for Betcy Joseph 7/31/25

Design Principal **Date*
Design North
Betcy Joseph

08/06/2025

Deputy District Director Transportation Planning **Date*
and Local Assistance
Cameron Oakes

08/14/2025

Deputy District Director Design **Date*
Wajahat Nyaz

David Ambuehl
David Ambuehl (Aug 14, 2025 17:10:46 PDT)
08/14/2025

Acting District Director **Date*
David Ambuehl

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***DATE OF REVIEW COMPLETION**

Caltrans

04 - SON - 12 – PM 35.7/35.8
EA 0X210
Project No. 0424000064
August 2025

Project Study Report-Project Development Support (PSR-PDS)
To
Request Approval for a Locally Funded Project to Proceed to the Project Approval and Environmental Document Phase

On Route 12, in the vicinity of Agua Caliente Creek Bridge

Between 0.06 miles South Agua Caliente Creek Bridge

And 0.04 miles North Agua Caliente Creek Bridge

APPROVAL RECOMMENDED:

Johannes J. Hoevertsz, P.E., Director of Sonoma County Public Infrastructure, Project Sponsor, Accepts risks identified in this PSR-PDS and attached risk register

APPROVAL RECOMMENDED:

Cameron Oakes, Deputy District Director
Transportation Planning and Local Assistance

APPROVAL RECOMMENDED:

Austin Bossetti, Caltrans Project Manager

APPROVED:

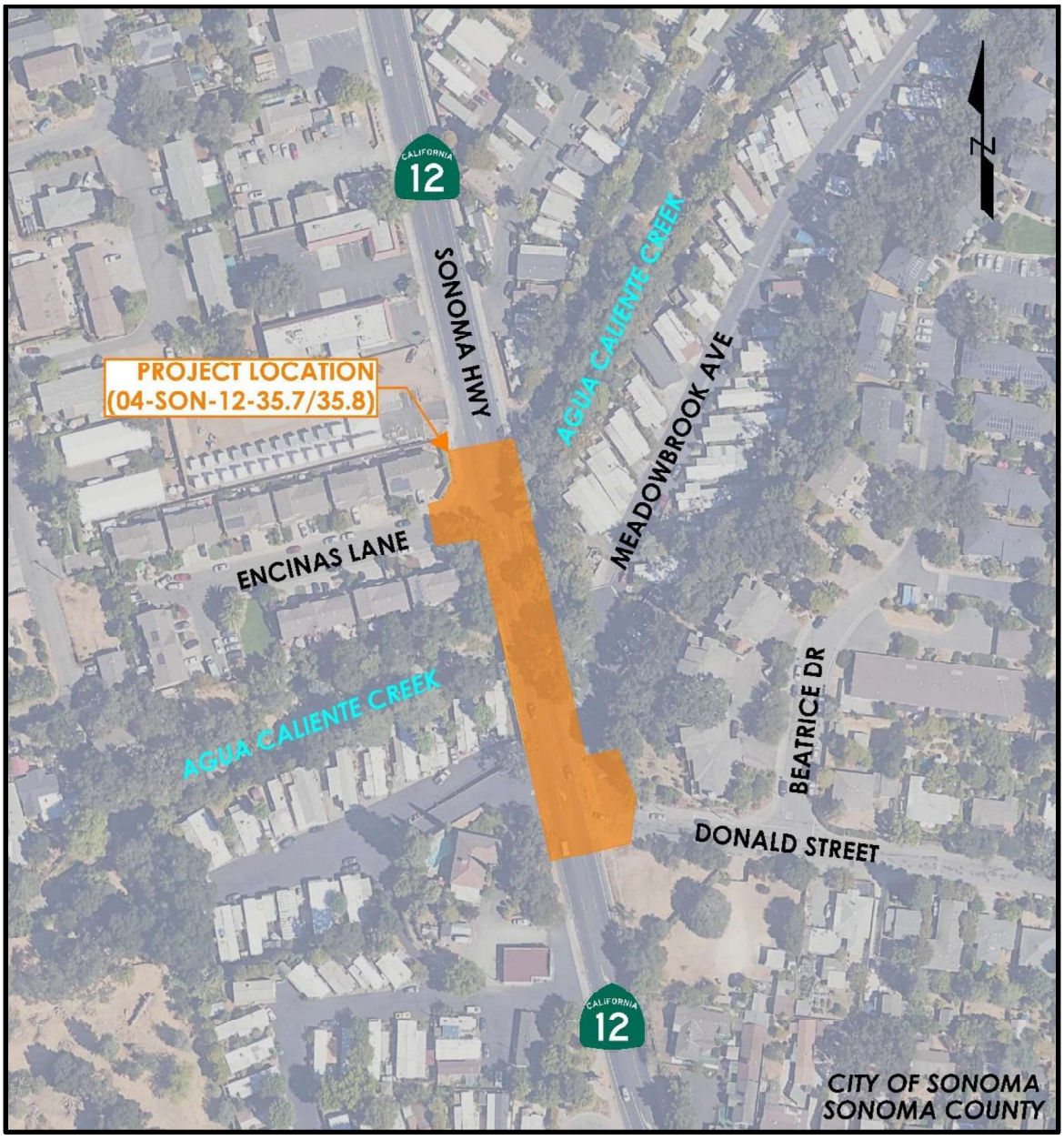
David Ambuehl
David Ambuehl (Aug 14, 2025 17:10:46 PDT)

David Ambuehl, Acting District Director

08/14/2025

Date

Vicinity Map



This project study report-project development support has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

7/5/2025

JAGGI BHANDAL
BKF FOR SONOMA PUBLIC INFRASTRUCTURE
REGISTERED CIVIL ENGINEER

DATE

7/8/2025

WARWICK W.T. CHEUNG
ACTING OFFICE CHIEF,
OFFICE OF PROJECT
INITIATION

DATE

Table of Contents

Table of Contents

1. INTRODUCTION

Project Description

The Donald Gap Pedestrian Improvements Project (Project) aims to improve pedestrian safety and connectivity along State Route (SR) 12, also known as Highway 12, by constructing a pedestrian bridge over Agua Caliente Creek (Bridge No. 20-0024). The bridge and Project improvements will span the section of Highway 12 between Encinas Lane and Donald Street (refer to Attachment A for the Project Location Map). Currently, this segment of Highway 12 poses significant challenges for pedestrians due to the lack of continuous pedestrian facilities in both the northbound and southbound directions. As a result, pedestrians are forced to navigate through uneven sidewalks, travel lane shoulders, and bike lanes. The situation becomes particularly hazardous when crossing the Agua Caliente Creek Bridge, where the narrowing roadway heightens the risks for pedestrians.

The Project proposes to build a separate 8-foot wide pedestrian bridge just east of the existing Agua Caliente Creek Bridge. This new bridge will connect to proposed northbound sidewalks and curb ramps at Donald Street, running alongside Meadowbrook Avenue. To enhance pedestrian safety around the new bridge, the Meadowbrook Avenue/SR-12 intersection will be closed. Additionally, the existing Agua Caliente Creek Bridge will also be re-configured to accommodate a new Class IV bikeway, linking to the existing bicycle facilities at along SR-12.

Project Limits	*04-SON-12-PM 35.7/35.8*
Number of Alternatives	*1 Build Alternative; 1 No Build Alternative; 1 Rejected Alternative*
Current Capital Outlay Support Estimate for PA&ED	*$709,000*
Current Capital Outlay Construction Cost Range	*$3,650,000*
Current Capital Outlay Right-of-Way Cost Range	*$600,000*
Funding Source	*Congress Community Project Funding (CPF)*
Type of Facility	*Pedestrian Bridge*
Number of Structures	*1 Cantilevered Slab* *1 Precast Prestressed Slab Bridge*
Anticipated Environmental Determination or Document	*CEQA: Statutory Exemption* *NEPA: Categorical Exclusion*
Legal Description	*In Sonoma County, along Highway 12 from the Donald Street intersection to the Encinas Lane intersection in Sonoma.*
Project Development Category	*Category 4B*

The remaining capital outlay support, right of way, and construction components of the project are preliminary estimates and are not suitable for programming purposes. The purpose of this PSR-PDS is to identify the project scope, schedule, and support costs to complete the needed studies and work for the PA&ED phase. A Project Report will be completed during the PA&ED phase to document the preliminary engineering design and environmental clearance, which will provide more accurate construction and right of way capital for final design and construction purposes. Caltrans is providing oversight for the Project and Quality Management Assessment, as well as acting as the lead agency for the required National Environmental Policy Act (NEPA) approval. Sonoma County will be the lead agency for the California Environmental Quality Act (CEQA) approval and act as the Project sponsor.

2. BACKGROUND

Project History

Between the years of 2001 - 2004, Caltrans' Division of Structures developed plans for the construction of a pedestrian bridge over Agua Caliente Creek. The bridge was proposed along the northbound side of Highway 12 and was anticipated to be cantilevered to the existing Agua Caliente Creek Bridge. However, design and construction for the bridge were never completed due to funding constraints.

In May 2024, the County of Sonoma Department of Public Infrastructure (SPI) and Caltrans entered into Cooperative Agreement 04-2975 to develop a Project Initiation Document (PID) in the form of a PSR-PDS. This PSR-PDS will serve as the authorizing documents for future Cooperative Agreements (PA&ED, PS&E, R/W, Construction, etc.).

In July 2024, $1,250,000 in community project funding for the Donald Gap Project was secured by Rep. Mike Thompson through the Congress Community Project Funding (CPF) process.

Existing Facility

Highway 12 is a state highway linking the Sonoma and Napa Valleys with the Sacramento-San Joaquin River Delta and the Sierra Foothills. Within the project area, the highway has a 30-mph speed limit and is classified as a principal arterial by the Federal Highway Administration (FHWA).

The proposed Project covers Highway 12 from the Donald Street intersection, across the Agua Caliente Creek Bridge, to the Encinas Lane intersection. In this section, Highway 12 features two 11-foot travel lanes with 6 to 8-foot outside shoulders, separated by a 7-foot wide striped median with left-turn pockets. Recently between 2022-2024, it was observed that channelizers were added along the edge of travelled ways for protecting pedestrian walking along the shoulders.

The existing Agua Caliente Creek Bridge was originally built in 1924 as a single span, reinforced concrete T-beam girder structure. In 1970, the bridge was widening to the

east with a reinforced concrete box girder (1 cell) and to the west with reinforced concrete T-beam girders (3). The bridge provides one 10-foot northbound travel lane and 11-foot southbound travel lane with 8-foot wide shoulders separated by a 7-foot striped median.

Per the Bridge Inspection Report dated September 23, 2024, the structural health of the bridge deck and superstructure were noted as good, the substructure was noted as satisfactory, and the structure evaluation was noted as intolerable. Recommended work for the structure included replacing the split and missing timber blocks of the approach rails at the northern abutment.

Currently, neither the Agua Caliente Creek Bridge nor the segment of Highway 12 south of the bridge to Donald Street has sidewalks in either direction, creating a gap in the community's pedestrian facilities. Despite this, pedestrians use the existing shoulders to reach key community facilities such as Maxwell Village Shopping Center, the Boys & Girls Clubs of Sonoma Valley, Fiesta Shopping Center, and Sonoma Springs Community Hall. The project area also serves residents of nearby low-income housing, including the tiny home development by Homeless Action Sonoma Inc. and the Lazzarotto Mobile Home Park.

3. PURPOSE AND NEED

Purpose
The purpose of the Project is to:

1. Promote active transportation and close the existing gap for pedestrians and bicyclists.
2. Improve safety for all modes of travel including, pedestrians, bicycles, and vehicles.
3. Reduce traffic congestion and greenhouse gas emissions by reducing vehicular traffic demand.
4. Creating a transportation system that improves multimodal mobility, safety, and accessibility will promote active transportation and reduce local vehicular miles traveled (VMT).

Need
Highway 12, specifically between Encinas Lane and Donald Street, lacks continuous sidewalks and safe crossing points, forcing pedestrians to walk on the roadway shoulders, with channelizers along edge of travelled way. This becomes especially hazardous near the Agua Caliente Creek Bridge where the roadway narrows.

In addition, the Donald Street and Encinas Lane intersections with Highway 12, currently have critical accessibility issues as they lack ADA-compliant curb ramps and high visibility crosswalks. The inaccessibility of the existing pedestrian facilities creates barriers to mobility, especially for individuals with disabilities.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

Traffic Data Analysis
Existing travel lanes and patterns will be maintained after the Project. Therefore, there will be minimal traffic impacts beyond moving pedestrians off the existing roadway and onto the pedestrian bridge or sidewalk.

Collision Data Analysis
The collision data in this section was collected using Transportation Injury Mapping System (TIMS). TIMS is a tool developed by UC Berkeley's Safe Transportation Research and Education Center (SafeTrec) for accessing data from the California Statewide Integrated Traffic Record System (SWITRS). Only collisions involving pedestrians and/or bicyclists with motorized vehicles were reviewed as this is a bicycle/pedestrian facility improvement project.

Between 2013 and 2023, thirteen total collisions involving bicyclists and pedestrians occurred near Agua Caliente Creek Bridge. Table 1 summarizes the type and severity of each collision.

Table 1. Bicycle & Pedestrian Collisions with Motorized Vehicles (2013-2023)

Location	Collision Type	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total Collisions
Highway 12	Bicyclist	0	2	4	1	7
	Pedestrian	0	1	3	2	6

The data suggests that a safer route and facility for both bicyclists and pedestrians along Highway 12 is necessary to reduce the occurrence of collisions in the project area.

Intersection Control Evaluation (ICE)/Intersection Safety and Operational Assessment Process (ISOAP)
Neither ICE or ISOAP are required for the Project since the proposed closure at Meadowbrook Avenue is not related to changing intersection control and only one intersection type is being considered.

5. DEFICIENCIES

Safety
The Project aims to improve safety along Highway 12 by moving pedestrians off the existing narrow Agua Caliente Creek Bridge onto a separated pedestrian bridge. Currently, the existing bridge and project area does not provide adequate pedestrian facilities, consistent with Caltrans' Highway Design Manual, thus, creating a 0.09-mile gap in Highway 12's pedestrian facilities. The proposed improvements will provide connectivity along Highway 12 as pedestrian facilities currently are continuous for approximately 1.50 miles north of the Project and 0.54 miles south of the Project.

A review of the collision data collected using TIMS indicates that the existing Agua Caliente Creek Bridge does not provide dedicated facilities for bicyclists and pedestrians including street lighting and crosswalks. The existing bridge and pedestrian facilities do not meet current and anticipated pedestrian demands as the project area currently supports four low-income housing facilities: Oak Ridge Senior Apartments, Brookside Mobile Manor, Bella Vista Villages, and Lazzarotto Mobile Home Park. These facilities house senior citizens and families with either low or fixed income, many of whom do not own vehicles. In addition, Homeless Action Sonoma inaugurated the county's first Tiny Home Park by the intersection of Encinas Lane and Highway 1 in December 2023. A key feature of the Tiny Home Park is a soup kitchen that serves over 400 meals daily to local residents and homeless individuals, many of which arrive by bus, foot, and bike.

Highway 12 currently lacks adequate crossing points leading to increased risk for non-motorized users crossing the roadway. Within the Project's vicinity, east-west crosswalks are not provided for approximately 1000-feet in both the northbound and southbound directions along Highway 12. One example of a collision reported by TIMS occurred on Highway 12, in 2018, when a driver injured a pedestrian crossing the street illegally. The Project will address this safety concern by providing a new east-west crosswalk at Encinas Lane with high visibility striping and rapid flashing beacons.

Connectivity
Highway 12 along the segment spanning from Encinas Lane to Donald Street currently presents challenges for pedestrians and bicyclists due to insufficient bicycle and pedestrian facilities and limitations preventing users from having a dedicated pathway along one of Sonoma's most traveled corridors. The absence of continuous pedestrian sidewalks in both the northbound and southbound directions of Highway 12 (between Encinas Lane and Donald St) force users to utilize uneven sidewalks and road shoulders. The Project will close the gap in Highway 12's pedestrian and bicycle facility network by providing a safe and comfortable route for pedestrians and thereby improving north-south connectivity along Highway 12.

6. CORRIDOR AND SYSTEM COORDINATION

SR-12
Starting in Sebastopol, SR 12 crosses eight counties in California, ending in Calaveras County at SR 49 in San Andreas. It connects north-bay counties with the foothills of the Sierras.

Within the project vicinity, SR 12 is a two-lane conventional highway with a center turning lane.

Federal and State Planning

	FUNCTIONAL CLASSIFICATION	TRUCKING DESIGNATIONS	NATIONAL HIGHWAY SYSTEM (NHS)	SCENIC HIGHWAY	INTERREGIONAL ROAD SYSTEM (IRRS)
SR 12	Other Principal Arterial	65' CA Legal KPRA Advisory	Map 21 Principal Arterial	Eligible	Part of IRRS

Regional Planning

The Metropolitan Transportation Commission (MTC) is the State-designated Regional Transportation Planning Agency and the federal-designated Metropolitan Planning Organization for the San Francisco Bay Area. The MTC is responsible for the Regional Transportation Plan (RTP), a long-range (though financially constrained) planning report for the region. Under Senate Bill 375, along with an updated RTP, each region in California is mandated to develop a Sustainable Communities Strategy (SCS) that promotes compact, mixed-use commercial and residential development that is walkable, bikeable, and close to mass transit, jobs, schools, shopping, parks, recreation, and other amenities to help achieve the greenhouse gas emission reduction target outlined in SB 32.

In partnership with the Regional Planning Agency Association of Bay Area Governments (ABAG), MTC developed Plan Bay Area (PBA) 2050, approved in October 2021. PBA 2050 serves as the San Francisco Bay Area's RTP and SCS and is the latest strategic update to PBA 2040 from 2017. PBA 2050 is comprised of 35 strategies focused on improving housing, economic growth, transportation, and the environment for the Bay Area's nine counties. These strategies serve as a blueprint to inform the nine counties of the Bay Area to plan and create a more resilient and equitable region over the next 30 years and beyond. Each strategy is a public policy or investment to be implemented collaboratively at the city, county, regional, or state level with equity as the priority for execution.

Local Planning

The Sonoma County Transportation Authority (SCTA) is the designated Congestion Management Agency for Sonoma County. SCTA acts as the countywide planning and fund programming agency for transportation and performs a variety of important functions related to advocacy, project management, planning, finance, grant administration and research. *Moving Forward 2050* is the 2021 update to Sonoma County's Comprehensive Transportation Plan, which serves as the vision for transportation in Sonoma County for the next 25 years. Transportation improvements cited in this plan are found in the Local Projects Table below.

Sonoma Moving Forward 2050 CTP Projects and Programs

COUNTY	ROUTE	DESCRIPTION	SPECIFICS	LOCATION	COST
SON	12	Bicycle and Pedestrian Facilities	Various facilities	City of Sonoma	$1M
SON	12	Roadway Improvements	Rehabilitation of local streets	Various streets in City of Sonoma	$10M

Future Projects

SHOPP

The State Highway Operation and Protection Program (SHOPP) is the State's "fix-it-first" program that funds the repair, safety improvements, some highway operational improvements, and preservation of the State Highway System (SHS).

COUNTY	ROUTE	SHOPP PROGRAM /PLAN	EA	DESCRIPTION	COST*	CONSTR. DATE*
SON	12	2024 SHOPP	4AC40	Install or upgrade horizontal alignment warning signs	$2.7M	2027/28
SON	12	Ten Year SHOPP	4H051	Scour mitigation	$1.7M	2035/36
SON	12	2024 SHOPP	4H050	Scour mitigation	$11.2M	2025/27
SON	12	2024 SHOPP	1Y830	Install broadband circuit Middle Mile	$9.0M	2027/29
SON	12	2024 SHOPP	3Y710	El Verano safety improvements	$5.3M	2027/28

* Cost and proposed construction date are subject to change.

PBA 2050
The table below lists current Plan Bay Area 2050 Regional Transportation Plan IDs that are in the vicinity of the project location.

ROUTE	RTPID	DESCRIPTION	COST	PROJECT COMPLETION DATE
SON 12	21-T10-071	This program includes funding to implement improvements to existing bus service, including frequency upgrades 30 to 80-minute peak headways on Sonoma County Transit routes 30 and 40.	$326	2021-2035

STIP
The California State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway, and transit improvements. There are no STIP improvements in the vicinity of the project.

7. ALTERNATIVES

Build Alternative

Roadway
In the northbound direction, the Build Alternative proposes an approximately 380-foot long pedestrian pathway and bridge along the east side of Agua Caliente Creek Bridge that would connect to existing sidewalk on Highway 12 and future sidewalks constructed as part of the SR 12 & Verano Avenue Intersection Safety Improvements Project (EA: 3Y710). In the southbound direction, the Project proposes an approximately 350-foot long Class IV bikeway that will reside within the existing roadway and bridge limits. The following improvements are also proposed in the Project area:

- Curb ramps and striping improvements will be installed at the Donald Street intersection to improve pedestrian safety, access, and visibility.
- Crosswalk stripes will be installed at the Encinas Lane intersection to improve pedestrian safety and visibility.
- The intersection at Meadowbrook Avenue and Highway 12 will be closed with proposed curb and sidewalk.

Structure
The Build Alternative proposes the construction of a separate precast prestressed slab bridge over Agua Caliente Creek. The bridge is anticipated to be proposed with abutments at each approach embankment. The pedestrian bridge will provide a vertical

clearance of approximately 4.6’ over the design flood elevation. The structural depth of the pedestrian bridge is anticipated to be 1’-0” and 9’ in width.

Proposed north of the bridge is a cast-in-place (CIP) cantilever slab with cantilevered bent caps. The CIP cantilever slab is anticipated to be supported using cast-in-drilled-holes (CIDH) concrete piers spaced approximately every 10’ – 20’. The structural depth of the cantilevered slab is anticipated to be 2’-0” and up to 12’ in width.

Along the west side of the existing Agua Caliente Creek Bridge, the existing concrete barrier, midwest guardrail system (MGS), and crash cushion will remain in conjunction with the new Class IV and Class II bikeways. The concrete barrier and tubular railing on the existing bridge will remain as it satisfies the height requirement for a bicycle railing stated in Index 208.10 of the Caltrans Highway Design Manual.

For construction, the northbound traffic lane will be temporarily shifted into the existing buffer (per Caltrans and CA MUTCD standards) and the existing right shoulder will be closed to allow for adequate construction staging and working area for the proposed bridge.

Drainage

Highway 12 current drains toward Agua Caliente Creek through a network of storm drains. The proposed improvements would preserve the existing overland drainage patterns into Agua Caliente Creek. The improvements will include installing curb and gutter to improve roadway drainage, installing inlets at low points along Highway 12, and installing new storm drain lines to tie into existing drainage structures.

The Project anticipates to result in less than 10,000 square feet of new or replaced impervious surface. Therefore, the Project is not required to implement Treatment BMPs. For further information, refer to the approved Project Initiation Document (PID) Stormwater Data Report.

Design Standards Risk Assessment

The Project intends to incorporate Complete Streets elements into the overall improvements to address existing deficiencies in bicycle and pedestrian facilities, as described in the Complete Streets Decision Document (CSDD). The project will opt-in and apply the applicable design standards in the Design Information Bulletin (DIB) 94 because the Project is located within a Suburban Area, has a posted speed limit less than 45 miles per hour, and provides a bicycle and pedestrian transit facility. Per the DIB 94, the design standards listed in the DIB 94 will supersede the HDM or DIB 89 standards unless the DIB 94 is silent on a subject covered in the HDM or DIB 89. The following table identifies the design exceptions that have currently been identified as requiring Caltrans approval. Additional nonstandard features (if any) will be clarified and documented during the PA&ED phase when more detailed design, accurate topographic, utility, environmental, and right of way information is known.

Table 3. Design Standards Risk Assessment			
Alternative	**Design Standard from Highway Design Manual Tables 82.1A & 82.1B**	**Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)**	**Justification for Probability Rating**
1	Minimum Horizontal Clearance Between Elevated Structures HDM Index 309.4 15’ Minimum	High 3’	The design standard requires 15’ minimum horizontal clearance between elevated highway structures. Due to Right of Way constraints, a 15’ horizontal clearance cannot be accommodated without acquiring Right of Way and impacting nearby residents.

No Build

A No Build was analyzed in addition to the Build alternative. The No Build alternative assumes that no project improvements would be constructed, and the existing site conditions would remain undisturbed. Under the No Build alternative, pedestrians and bicyclists would continue to use the existing shoulders on Agua Caliente Creek Bridge and Highway 12. Thus, pedestrians and bicyclists would continue to be at risk from high speed motorized vehicles traveling along the narrow bridge. The area would continue to lack adequate sidewalks; thus, maintaining the 0.09-mile gap in the Highway 12 pedestrian facilities.

Rejected Alternative

The rejected alternative proposed an approximately 300-foot long sidewalk along the southbound direction of Highway 12. The proposed sidewalk would connect to existing sidewalk facilities at Encinas Lane and sidewalk proposed in the SR 12 & Verano Avenue Intersection Safety Improvements Project (EA: 3Y710). All improvements on the northbound side of Highway 12, including the improvements at the Encinas Lane and Donald Street intersections, are identical to the improvements proposed in the Build Alternative.

Upon investigation of the Bridge Inspection Report (BIR) dated 2022, it was noticed that the Reserved Factor (RF) for the Agua Caliente Creek Bridge indicated values less than 1.0. In order to consider a structure safe for unrestricted indefinite use, RF should ideally be higher than 1.0. Addition of a sidewalk dead load on the existing Agua Caliente Creek Bridge is expected to reduce live load carrying capacity and therefore further reduce the RF value. As a result, adding a sidewalk would be considered a major

modification due to seismic response spectrum change. To avoid seismic evaluation, analyses, and design, this alternative was rejected.

8. RIGHT-OF-WAY

Right of Way Acquisition
The proposed improvements identified for the Build Alternative will be constructed entirely within the public Right of Way. There will not be a need to acquire any additional right of way, resulting in zero capital costs for right of way acquisition. Major utility relocations are not anticipated based on the proposed improvements, but at-grade utility adjustments, hydrant relocation, and an electrical box relocation will be required. $600K in capital costs for right of way support have been added to support these efforts. A Conceptual Cost Estimate – Right of Way Component sheet is included in Attachment F.

Maintenance Agreements
A maintenance agreement between Caltrans and the County of Sonoma for the proposed work will be developed and executed in the final design phase of the Project.

Utilities
Formal coordination to obtain utility as-builts/mapping from utility owners was completed as part of this PSR-PDS effort. The following utilities are known to existing within the State Right of Way within the limits of the Project:

1. Gas Lines (8” Transmission Main, 1-2”)
2. Electrical Lines (3-4” 12kV conduits, 3-6” 12kV conduits)
3. Sewer Line (1-8” VCP)
4. Water Lines
5. Comcast Communication Lines
6. AT&T Telephone Lines

All utilities existing in the Project area are below ground and no overhead utilities occur. Although the Build Alternative attempts to avoid the relocation of existing utilities within the limits of the Project, cover adjustments and minor relocations may be required as a result of the Project. Detailed utility studies and coordination with utility owners will occur in subsequent project phases. Positive location, as prescribed in Chapter 17 of the Project Development Procedure Manual, will be performed, as required, either prior to or concurrent with the PS&E phase. Furthermore, existing and proposed utilities will be evaluated per Caltrans Utility Policy Requirements. Any deviations from this policy will be processed via Utility Policy Exceptions as required per Caltrans standards.

Railroad
There are no railroads within the Project limits, therefore railroad involvement and/or agreements are not required.

9. STAKEHOLDER INVOLVEMENT

On March 24, 2024, in the Board Chambers, the County conducted a series of in-person, virtual, and hybrid meetings to facilitate inclusive interactions with stakeholders. These meetings provided a platform for residents, community leaders, local businesses, and advocacy organizations to share their insights and concerns. Notices of upcoming meetings were posted on bulletin boards in county buildings as well as on the county website.

The feedback received from these sessions has been integral to refining the project's design. For instance, input from older adults and persons with disabilities highlighted the need for more ADA-compliant features, leading to adjustments in the project scope to include these critical elements.

10. ENVIRONMENTAL COMPLIANCE

Preliminary Environmental Analysis Report (PEAR)

In order to identify environmental issues, constraints, costs, and resource needs, a PEAR was prepared for the Project. The information provided in the PEAR, included as Attachment D, is based on review of existing records, databases, and mapping tools to estimate the potential for probable environmental effects. Field studies will be conducted during the PA&ED phase to develop the technical environmental studies required for this Project.

Anticipated Environmental Approval

The County of Sonoma will serve as the CEQA lead agency. Based on the information contained in the PEAR, it is anticipated that the Project will qualify for a CEQA Statutory Exemption and a NEPA Categorical Exclusion. It is anticipated that the Statutory Exemption and Categorical Exclusion will take approximately nine to twelve months to complete.

Biology

The Project would include work within the bank of Aqua Caliente Creek for construction of the proposed pedestrian bridge and sidewalk. The Project would be required to obtain permits including Waste Discharge Requirements (WDR) Permit from the Regional Water Quality Control Board (RWQCB) and a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). Section 7 consultation with the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) would be required due to Aqua Caliente Creek provides suitable habitat for California red-legged from and steelhead. Any requirement for fish passage would be addressed as part of the Natural Environmental Study (NES) and Biological Assessment (BA).

Tree Removals

Approximately 5 to 15 existing trees will be removed on the east side of the existing bridge. Replacement planting will be installed to meet permit requirements and as

feasible to fulfill visual minimization requirements and will be established over a multi-year period to a naturalized and non-irrigated condition. A follow-up child Maintain Existing Planted Areas (MEPA) project will be required to complete PEW longer than 1 year and must be funded by the parent project. Opportunities for tree replacement planting within the project limits are limited due to the narrow ROW and off-site mitigation may be required. Further studies on tree impacts will be conducted in the PA&ED phase of the Project.

Visual Impacts
The segment of SR 12 within the Project limits is an eligible, but not officially designated California State Scenic Highway, thus the Project would not result in changes to views along a designated State Scenic Highway. However, SR 12 is a County-designated scenic highway within the Project limits. The Build Alternative would result in changes to the visual character of the Project site. A Visual Impact Assessment memo will be required during the PA&ED phase of the Project.

Cultural Resources
The Project area generally has a low potential for historic-age or prehistoric archaeological resources. However, due to the proximity of Aqua Caliente Creek, the Project site may be more sensitive to Native American buried resources and it is possible that buried Native American Resources could be encountered during construction. During the PA&ED phase of the Project, a cultural resources study may be required.

Geology
The Project would include excavation for the pedestrian bridge and sidewalk foundations. The Project site has a moderate shrink-swell potential and a moderate to very high susceptibility to liquefaction. The soil within and along Agua Caliente Creek in particular have a very high susceptibility to liquefaction. A Preliminary Geotechnical Report and Structural Preliminary Geotechnical Report (SPGR) would be required.

Hazardous Materials
There are no hazardous materials sites within an approximate 1,000-foot radius of the Project site identified from a database search of the Department of Toxic Substances Control's (DTSC) Envirostor and the State Water Resources Control Board's (SWRCB) Geotracker. However, the shallow soils in the Project site could contain elevated levels of aerially deposited lead (ADL) due to the high volumes of traffic that used SR 12 during the rea of leaded fuel use. Additionally, asbestos-containing materials (ACM) and lead-based paint (LBP) might be present in the Agua Caliente Creek bridge to be altered. The existing yellow painted traffic striping and yellow thermoplastic traffic striping and pavement markings could also contain hazardous-waste levels of lead and chromium. An Initial Site Assessment (ISA) and a Preliminary Site Investigation (PSI) are anticipated to be conducted during the PA&ED and PS&E phase to determine if ADL, ACM, LBP, or other hazardous materials are present and above regulatory limits.

Air Quality
The Project is to improve pedestrian safety and would not add vehicle capacity to SR 12 or introduce any uses that would increase vehicular traffic. The Project would result in limited and temporary air pollutant emissions during construction but would not result in any permanent increases in air pollutant emissions.

Noise and Vibration
The Project would not result in any changes to SR 12 that would increase vehicle capacity. The Project does not fit the definition of a Type 1 project per 23 CFR 772, a Noise Study Report 9NSR) is not required. Construction of the Project would involve temporary noise impacts near sensitive receptors such as residences along SR 12, Donald Street, Encinas Lane, and other neighboring roadways. The Project would include construction of cast-in-drilled-hole (CIDH) concrete piers. A construction noise and vibration memo may be required for the Project.

Energy and Climate Change
The Project would result in greenhouse gas (GHG) emissions from material processing and transportation, on-site construction equipment operation, and traffic delays due to construction. The Project would incorporate best management practices to reduce GHG emissions during construction where feasible and applicable. Because construction would be temporary and would not result in a permanent increase in GHG emissions, the project construction would not substantially increase GHG emissions. The Project create new pedestrian facilities, which would help reduce vehicle miles traveled (VMT) and thus, reduce energy usage and GHG emissions associated with operational vehicle traffic.

The effects of climate change include higher sea levels due to increased global temperature from greenhouse gas emissions. The Project is not located in an area that is anticipated to be affected by sea level rise. In addition to sea level rise, climate change also contributes to an increase in extreme weather events that may increase the risk of wildfires. The Project site itself is not located in or adjacent to an area containing High or Very High designations on the Fire Hazard Severity Zones (FHSZ) in State Responsibility map, adopted by CAL FIRE on June 15, 2023. However, the Project site is located approximately 1m500 feet west of a Very High FHSZ. Due to its location within a more urbanized area with minimal slope and limited wildland fuels, wildfire hazards are more limited. Additionally, the proposed pedestrian bridge, sidewalks, and other improvements by the Project would be constructed of materials that are mostly non-combustible and therefore, would not exacerbate existing wildfire risks within the County.

11. FUNDING

The Project is locally funded by the Sonoma County Public Infrastructure to advance the Project development process through the PS&E phase. Currently, construction funding has not been secured.

Capital Outlay Project Estimate
The Capital Outlay Project Estimate for both build alternatives are summarized in the Table provided on the next page.

Alternative	Estimate		STIP Funds		Other Fund	
	Construction	R/W	Construction	R/W	Construction	R/W
Build Alternative 1	$3.65M	$600K	N/A	N/A	TBD	TBD

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds. The Capital Outlay Project Estimates are included as Attachment C, and the Conceptual Cost Estimate – Right of Way Component Sheet is included as Attachment F. The Project estimates will be revisited during PA&ED once more detailed information is available.

Capital Outlay Support Estimate
Capital outlay support estimate for programming PA&ED is $709,000. The PA&ED phase is fully funded locally by Sonoma County Public Infrastructure.

12. DELIVERY SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	8/1/2025
BEGIN ENVIRONMENTAL	M020	8/4/2025
PA & ED	M200	8/11/2026

The anticipated funding fiscal year for construction is 2027.

13. RISKS

The Project uses a Level 3 Risk Register. The risks most likely to impact scope, schedule, and cost include construction funding, hazardous waste, and reduction in rating factor of the existing Agua Caliente Creek Bridge.

Because the Project is not fully funded, delays to the Project could occur, which could lead to delays in the Project approval and would have substantial impact on the Project schedule.

The Project will better understand site hazardous materials once site assessments and site investigations are conducted during the PA&ED and PS&E phase. If found, hazardous materials could introduce additional costs for disposal and/or schedule impacts for testing and determining mitigation measures.

The existing Agua Caliente Creek Bridge has been measured to have low rating factors based on the Bridge Inspection Report from 2022. Addition of a concrete median on the bridge is expected to reduce the rating factor value possibly below Caltrans standards. If redesign is required to avoid impacts to the existing bridge, impacts to schedule and costs may can be introduced.

Other potential risks related to this Project are identified in the Risk Register in Attachment G. The Project Risk Register will be updated as the Project progresses.

14. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)
This project is considered to be delegated project in accordance with the current Stewardship and Oversight Agreement between FHWA and Caltrans on August 26th, 2024.

The project will require the following coordination:

US Army Corps of Engineers
404 Nationwide Permit

Regional Water Quality Control Board
Clean Water Act Section 401
Waste Discharge Requirements Permit

California Department of Fish and Wildlife
1602 Lake or Streambed Alteration Agreement

State Agency
Encroachment Permit for Construction with Caltrans

15. PROJECT REVIEWS

District Maintenance *Monique Nguyen* Date _____
District Traffic Safety Engineer Hai Xu Date _____
District Design Liason *Bach-Yen Nguyen* Date _____
Caltrans Project Manager: *Austin Bossetti* Date _____
Sonoma County Junior Engineer: *Michael Kalua* Date _____

Sonoma County Deputy Director: *Johannes J. Hoevertsz* Date _____
Consultant Project Manager: *Jaggi Bhandal* Date _____

16. PROJECT PERSONNEL

Austin Bossetti	Caltrans Project Manager	510-496-9003
Gezahegn Tizazu	Caltrans Regional Project Manager	510-714-7089
Raju Porandla	Caltrans Branch Chief, Office of Project Initiation	916-825-7828
Greg Currey	Caltrans Pedestrian/Bicycle Coordination Branch Chief	510-286-5623
Jasmine Stitt	Caltrans Pedestrian/Bicycle Coordination	510-849-7958
Qin Phu	Caltrans District Branch Chief, Right of Way	510-496-9472
Bach-Yen Nguyen	Caltrans District Design Liaison	
Rakesh Deo	Caltrans Structures Liaison Engineer	916-227-8986
Janice Thompson	Sonoma County Public Infrastructure – Deputy Director	707-774-5912
Michael Kalua	Sonoma County Public Infrastructure – Junior Engineer	707-565-2231
Jaggi Bhandal	BKF – Consultant Project Manager	925-396-7743

17. ATTACHMENTS (NUMBER OF PAGES)

Attachment A – Project Location Map (1)
Attachment B – Schematic Maps & Typical Cross Sections (3)
Attachment C – Capital Outlay Project Estimate (3)
Attachment D – Preliminary Environmental Analysis Report (17)
Attachment E – Transportation Planning Scoping Information Sheet (19)
Attachment F – Conceptual Cost Estimate – Right of Way Component (4)
Attachment G – Risk Register (3)
Attachment H – Complete Streets Decision Document (5)
Attachment I – Transportation Management Plan Data Sheet (4)

Attachment for Project File (not part of PSR-PDS)
Attachment 1 – Storm Water Data Report – Short Form (10)
Attachment 2 – Quality Management Plan (5)
Attachment 3 – PSR-PDS Survey Needs Questionnaire (1)
Attachment 4 – HQ DES PSR-PDS Scoping Checklist (5)
Attachment 5 – Design Scoping Index (6)
Attachment 6 – Vehicle-Miles Traveled Decision Document (5)

Attachment A:
Project Location Map

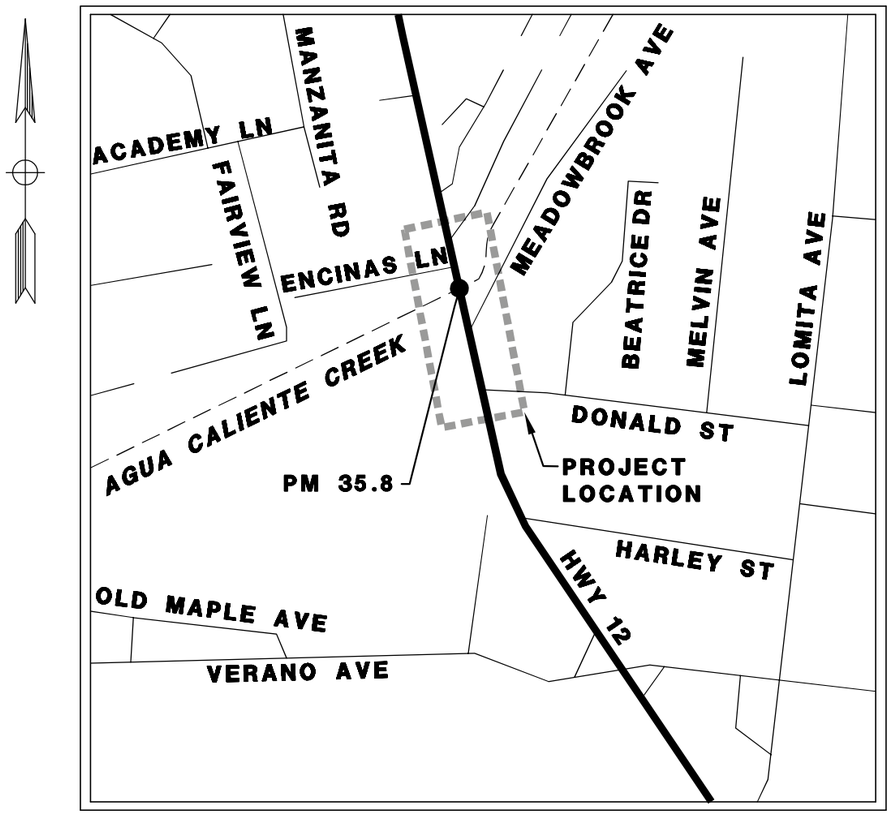
PROJECT LOCATION MAP

SR-12 (SONOMA HIGHWAY) DONALD GAP PEDESTRIAN IMPROVEMENTS

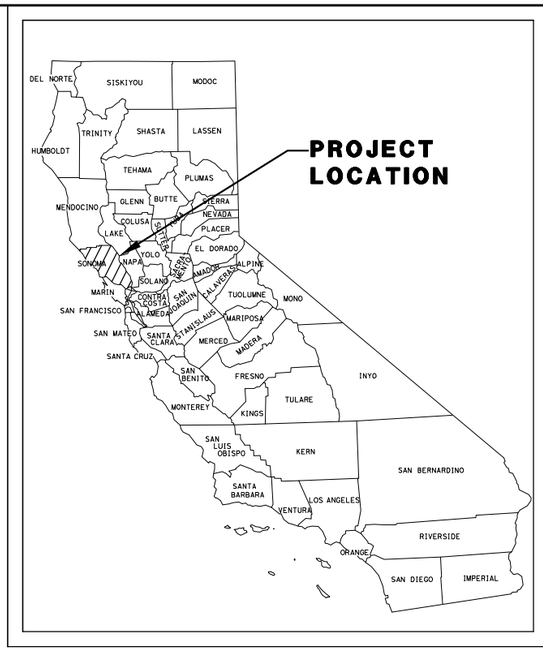
BKF
200 4th STREET
SUITE 300
SANTA ROSA, CA 95401
(707) 583-8500
www.bkf.com

Attachment B:
Schematic Maps & Typical Cross Sections

CITY OF SONOMA
IN SONOMA COUNTY
DONALD GAP PEDESTRIAN IMPROVEMENTS PROJECT
GEOMETRIC APPROVAL DRAWINGS



LOCATION MAP
NOT TO SCALE



VICINITY MAP

SHEET INDEX:

SHEET No.	DRAWING No.	DESCRIPTION
1	T-1	TITLE SHEET
2	X-1	CROSS SECTIONS
3	L-1	LAYOUT

REGISTERED PROFESSIONAL ENGINEER
J.S. BHANDAL
No. 77430
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

BKF
200 4th STREET
SUITE 300
SANTA ROSA, CA 95401
(707) 583-8500
www.bkf.com

DONALD GAP PEDESTRIAN IMPROVEMENTS PROJECT
GEOMETRIC APPROVAL DRAWINGS
TITLE SHEET
SONOMA COUNTY, CALIFORNIA
SONOMA

Revisions

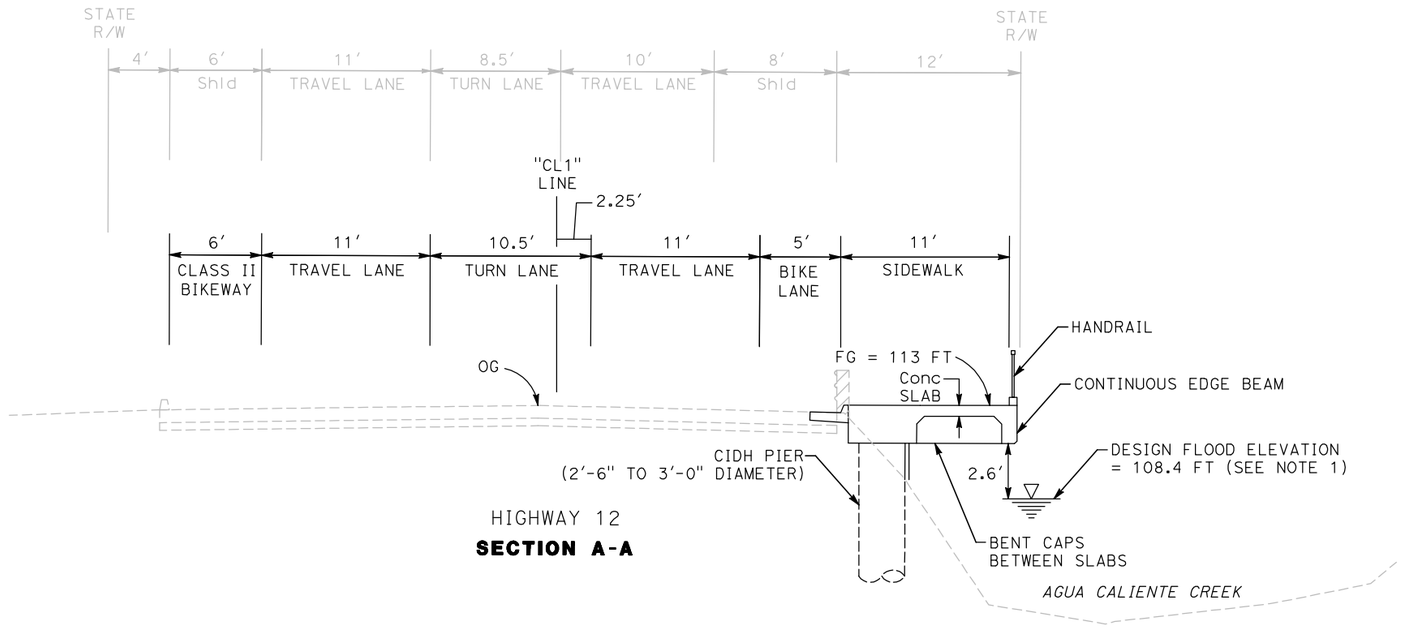
No.	

Date: 9/27/2024
Scale: NTS
Design: AA
Drawn: JQ
Approved: JB
Job No: 20210345

Drawing Number:
T-1
1 OF 3

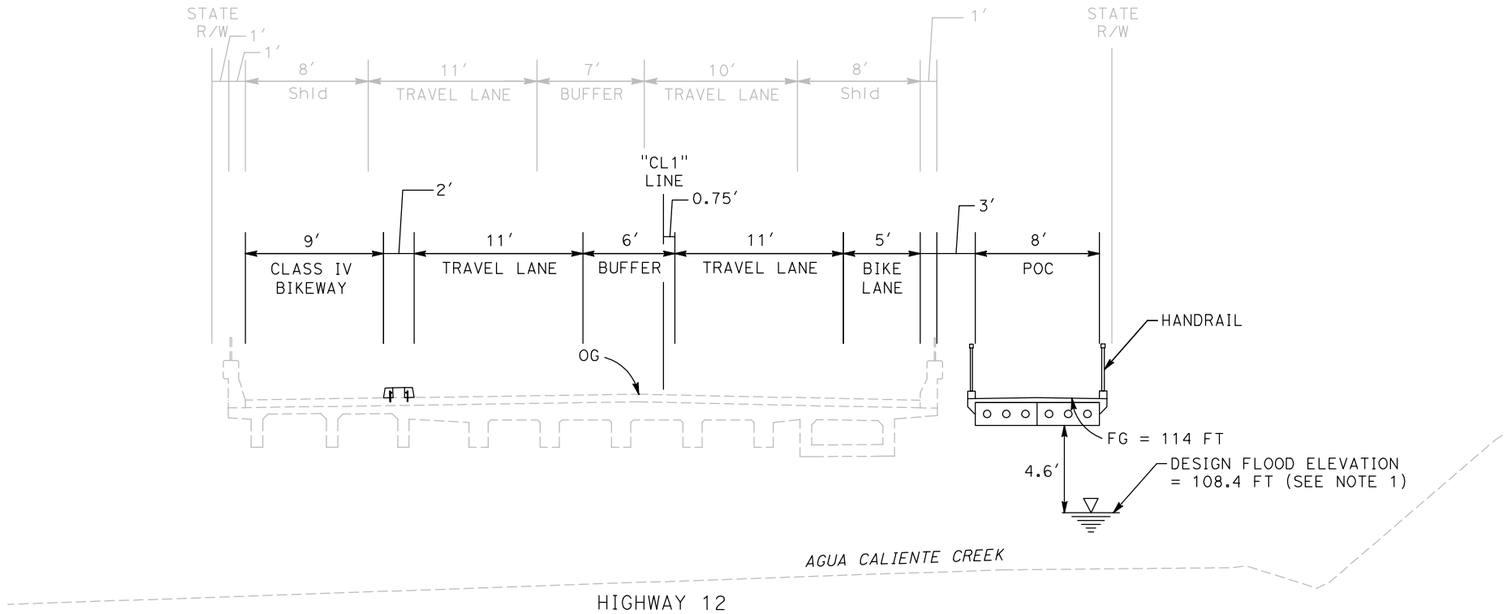
NOTES:

1. DESIGN FLOOD ELEVATION IS BASED ON A PRELIMINARY HYDRAULIC ANALYSIS. A HYDRAULIC REPORT WILL BE PREPARED TO PROVIDE DETAILS ON THE RESULTS OF THE HYDRAULIC ANALYSIS.



HIGHWAY 12

SECTION A-A



HIGHWAY 12

SECTION B-B

200 4th STREET
SUITE 300
SANTA ROSA, CA 95401
(707) 583-8500
www.bkf.com

BKF

DONALD GAP PEDESTRIAN IMPROVEMENTS PROJECT
GEOMETRIC APPROVAL DRAWINGS
CROSS SECTIONS

SONOMA COUNTY CALIFORNIA

SONOMA

No.	Revisions

Date: 1/31/2025
Scale: NTS
Design: AA
Drawn: JQ
Approved: JB
Job No: 20210345

Drawing Number:

X-1

2 OF 3

NOTES:

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

LEGEND:

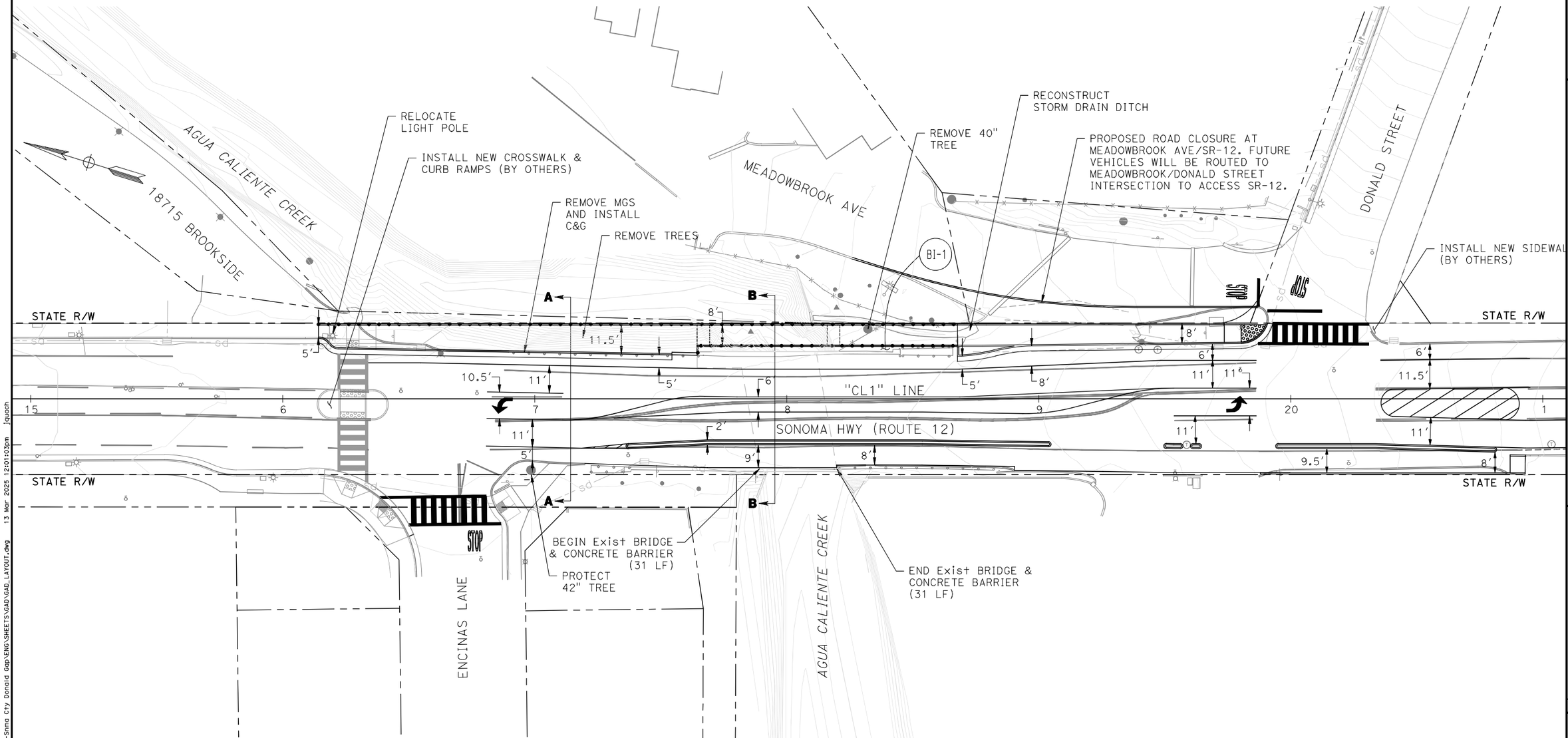
RIGHT OF WAY

HANDRAIL

BRIDGE ABUTMENT (APPROX. LOCATION)

B#-# PROPOSED BOLDFACE NON-STANDARD FEATURE

ITEM	REQUIRED	PROPOSED
BI-1	HDM 309.4 - 15' MIN HORIZONTAL CLEARANCE BETWEEN HIGHWAY ELEVATED STRUCTURES	3' HORIZONTAL CLEARANCE BETWEEN EXISTING AGUA CALIENTE CREEK BRIDGE & PROPOSED BRIDGE



BKF
200 4th STREET
SUITE 300
SANTA ROSA, CA 95401
(707) 583-8500
www.bkf.com

DONALD GAP PEDESTRIAN IMPROVEMENTS PROJECT
GEOMETRIC APPROVAL DRAWINGS
LAYOUT

SONOMA COUNTY CALIFORNIA

SONOMA

Revisions

No.					

Date: 1/31/2025
Scale: 1" = 20'
Design: AA
Drawn: JQ
Approved: JB
Job No: 20210345

Drawing Number:

L-1

3 OF 3

P:\2021\210345-20_TO#13-Sonma City Donald Gap\ENG\SHEETS\GAD\GAD_LAYOUT.dwg 13 Mar 2025 12:01:03pm jquach

Attachment C:
Capital Outlay Project Estimate

Project Study Report – Project Development Support
Capital Outlay Project Estimate

Dist - Co – Rte 04-SON-12

PM 35.7/35.8

Program Code TBD

Project Number 0424000064

Month/Year SEPT/2024

PROJECT DESCRIPTION:

Limits In Sonoma County, along Highway 12 from the Donald Street intersection to the Encinas Lane intersection in Sonoma.

Proposed Improvement (Scope) The Project proposes to improve connectivity and provide safe bicycle and pedestrian facilities along Highway 12 at the segment between Encinas Lane and Donald Street by constructing a pedestrian bridge over Agua Caliente Creek, a Class IV bikeway, curb ramps, and high visibility crosswalks.

Alternate Preferred Alternative

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 2.17M
TOTAL STRUCTURE ITEMS	$ 1.28M
TOTAL ENVIRONMENTAL MITIGATION ITEMS	$ 0.20M
SUBTOTAL CONSTRUCTION COSTS	$ 3.65M
TOTAL RIGHT-OF-WAY ITEMS	$ 0.60M
TOTAL PROJECT CAPITAL OUTLAY COSTS	$ 4.25M

I. ROADWAY ITEMS

	Average Cost per Lane Mile		Number of Lane Miles		Total Cost
Total Cost	$27.1M	X	0.08	=	$2.17M

Explanation:

The roadway items estimate is based on preliminary review of the existing records, databases, and mapping tools to estimate the potential for probable drainage, earthwork, signing and striping, and traffic impacts. This estimate assumes curbs, sidewalks, driveways, and curb ramps will be constructed following the current Caltrans Standard Details and Specifications. Changes in project scope and/or alternatives will require a re-evaluation of the roadway items cost during the PA&ED Phase.

TOTAL ROADWAY ITEMS $ 2.17M

II. STRUCTURES ITEMS

Bridge Name	Structure (1) Precast Pre-Stressed Slab	Structure (2) Cantilever Slab
Total Cost for Structure	$0.46M	$0.82M

Explanation:

This preferred alternative assumes a 9-foot wide precast prestressed slab bridge that would be approximately 50-feet long. To obtain the cost estimate above, the Project estimates construction of the precast prestressed slab structure will be approximately $1,015 per square foot. Proposed north of the bridge is a cast-in-place (CIP) cantilever slab on piles sidewalk assumed to vary between 5’ to 12’ in width and approximately 1,090 square feet. The Project estimates construction of the CIP cantilever slab on piles structure will be approximately $750 per square foot. It is assumed the structure can be constructed with standard construction methods. The cost estimate above includes 25% Contingency for the structure items.

TOTAL STRUCTURE ITEMS $ 1.28M

III. ENVIRONMENTAL MITIGATION

	Quantity	Unit		Unit Price		Item Cost
Environmental Mitigation	1	LS	X	$200.0K	=	$200K

Explanation:
The Environmental Mitigation estimate is based on preliminary review of the existing records, databases, and mapping tools to estimate the potential for probable environmental effects. The preferred alternative would require removal of existing trees to construct the bridge and its associated structural components. The total cost estimate below is inclusive of tree replacements and the BMPs described in the Storm Water Data Report developed for this project. Changes in project scope, alternatives, existing environmental condition, and/or environmental laws or regulations will require a re-evaluation of the environmental mitigation requirements and cost during the PA&ED Phase.

TOTAL ENVIRONMENTAL MITIGATION ITEMS $ 200K

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$ 0
B. Utility Relocation (Local Agency)	$ 600K

Anticipated Date of Right-of-Way Certification August 2026
(Date to which values are escalated)

Explanation:
The preferred alternative will be constructed within public right of way (R/W); therefore, R/W acquisition will not be required. The project will attempt to avoid utility relocation but minor utility adjustments and minor relocations are anticipated. The estimated value listed in Item B above is inclusive of the anticipated utility impacts and are based on preliminary review of available records, databases, and utility maps. Changes in project scope and/or alignment will require re-evaluation of R/W and utility impacts during the PA&ED Phase.

TOTAL RIGHT-OF-WAY ITEMS $ 600K

Attachment D:
Preliminary Environmental Report

PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

DIST-CO-RTE: 04-SON-12	**PM/PM:** 35.7/35.8
EA: 0X210	**EFIS Project ID:** 0424000064
Project Title: Donald Gap Pedestrian Improvements	
Project Manager: Janice Thompson	**Phone:** 707-774-5912
Project Engineer: Jaggi Bhandal	**Phone:** 925-396-7743
Environmental Office Chief/Manager: Max Lammert	**Phone:** 510-506-9862
PEAR Preparer: Connor Tutino	**Phone:** 510-902-5856

2. Project Description

The Donald Gap Project (Project) aims to improve pedestrian safety and connectivity along State Route (SR) 12, also known as Highway 12, by constructing a pedestrian bridge over Agua Caliente Creek (No. 20-0024). The bridge and Project improvements will span the section of Highway 12 between Encinas Lane and Donald Street. Currently, this segment of Highway 12 poses significant challenges for pedestrians due to the lack of continuous pedestrian facilities in both the northbound and southbound directions. As a result, pedestrians are forced to navigate through uneven sidewalks and travel lane shoulders. The situation becomes particularly hazardous when crossing the Agua Caliente Creek Bridge, where the narrowing roadway heightens the risks for pedestrians.

Purpose and Need

Purpose:

The purpose of the Project is to:

1. Promote active transportation and close the existing gap for pedestrians and bicyclists.
2. Improve safety for all modes of travel including, pedestrians, bicycles, and vehicles.
3. Reduce traffic congestion and greenhouse gas emissions by reducing vehicular traffic demand.

Need:

Highway 12, specifically between Encinas Lane and Donald Street, lacks continuous sidewalks and safe crossing points, forcing pedestrians to walk on the roadway shoulders, with channelizers along edge of travelled way. This becomes especially hazardous near the Agua Caliente Creek Bridge where the roadway narrows.

In addition, the Donald Street and Encinas Lane intersections with Highway 12 currently have critical accessibility issues as they lack ADA-compliant curb ramps and high visibility crosswalks. The inaccessibility of the existing pedestrian facilities create barriers to mobility, especially for individuals with disabilities.

Creating a transportation system that improves multimodal mobility, safety, and accessibility will promote active transportation and reduce local vehicular miles traveled (VMT). A reduction in VMT will help alleviate traffic congestion and greenhouse gas emissions.

Description of work

The project will improve pedestrian safety by constructing new pedestrian facilities along Sonoma Highway (Highway 12), between Donald Street and Encinas Lane within unincorporated Sonoma County north of the City of Sonoma (see Figure 1). The project aims to close the existing gap in pedestrian facilities by creating new sidewalks and curb ramps in compliance with ADA standards and a pedestrian bridge over Agua Caliente Creek. The improvements will connect to future pedestrian facilities proposed in the Highway 12 & Verano Avenue Intersection Safety Improvements Project.

Alternatives

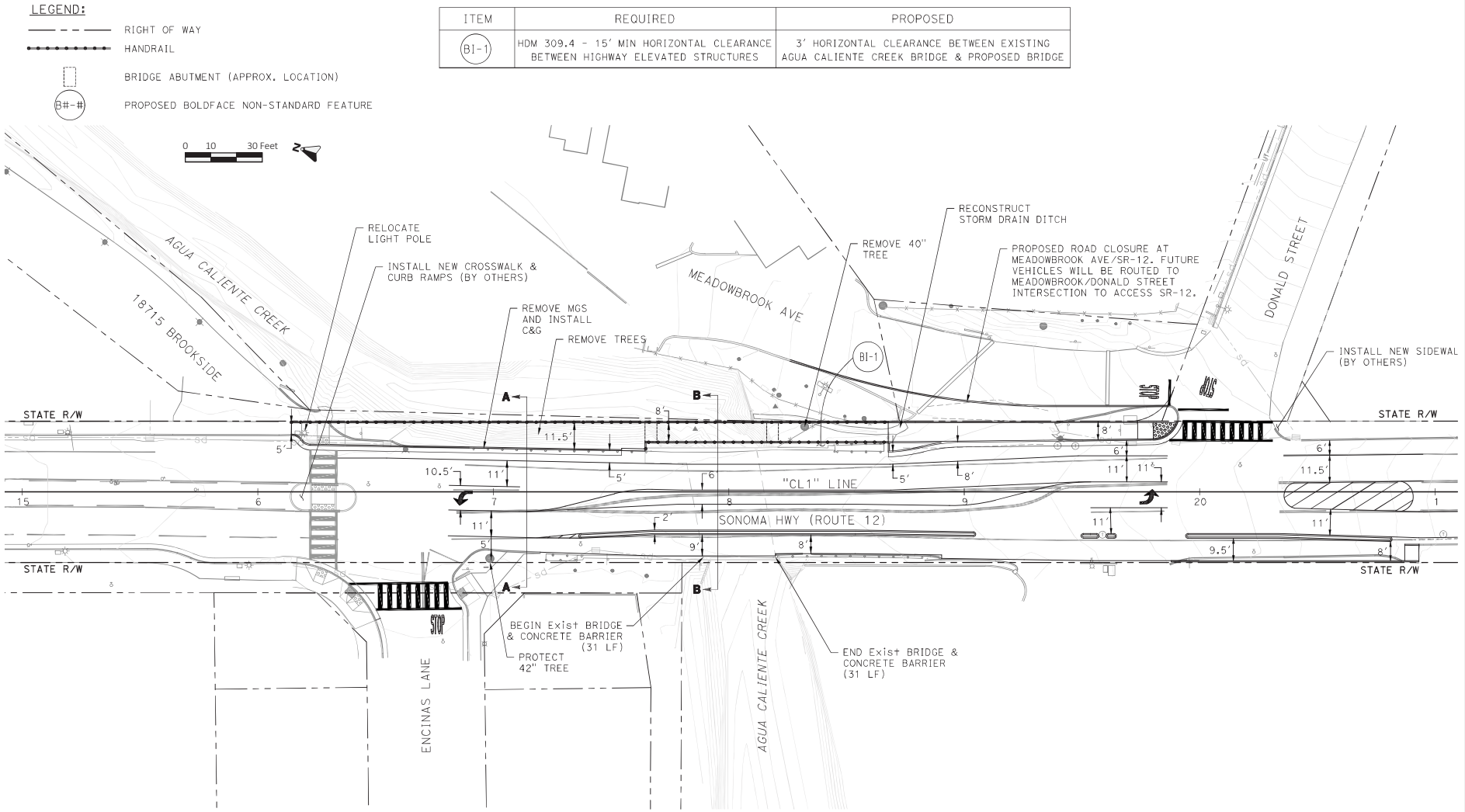
No-Build Alternative

Under this alternative, the existing facility would remain unchanged. The existing pedestrian safety issues would continue. The No-Build Alternative represents the baseline alternative and offers a basis for the analysis and evaluation of the Build Alternative. The No-Build Alternative does not meet the Purpose and Need.

Build Alternative

The Build Alternative would build a separate eight-foot wide pedestrian bridge just east of the existing Agua Caliente Creek Bridge. This new bridge would connect to proposed northbound sidewalks and curb ramps at Donald Street, running alongside Meadowbrook Avenue. To enhance pedestrian safety around the new bridge, the Meadowbrook Avenue/SR 12 intersection would be closed. Traffic would be routed to the existing Meadowbrook Avenue/Donald Street intersection, which would be modified to include a new stop sign for vehicles egressing from Meadowbrook Avenue.

Additionally, the existing Agua Caliente Creek Bridge would also be re-configured to accommodate a new six-foot southbound sidewalk, linking to the existing pedestrian facilities at Encinas Lane and those proposed in the SR 12 & Verano Avenue Intersection Safety Improvements Project (EA: 3Y710). The southbound sidewalk improvements would avoid a large oak tree at the intersection of SR 12 and Encinas Lane. A majority of improvements are anticipated to take place within the public Right of Way (ROW). However, temporary construction easements are anticipated to be required for driveway improvements at the Lazzarotto Mobile Home Park, located at 18925 Sonoma Highway.



Source: BKF Engineers, January 31, 2025.

BUILD ALTERNATIVE DESIGN

FIGURE 1

The Build Alternative would reconstruct a storm drain ditch along the east side of Highway 12 and would relocate existing fire hydrants, electrical boxes, and a light pole. The project would remove trees along the east side of Highway 12.

3. Anticipated Environmental Approval

CEQA (choose one):

☒ Exemption
- ☒ Statutory ☐ Categorical ☐ Common Sense

☐ Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND

☐ Environmental Impact Report

NEPA (choose one):

☒ Categorical Exclusion

☐ Environmental Assessment with Finding of No Significant Impact
- ☐ Routine ☐ Complex

☐ Environmental Impact Statement

CEQA Lead Agency (if determined): County of Sonoma
Estimated length of time (months) to obtain environmental approval: 8 months
Estimated person hours to complete identified tasks: Not applicable, since PA&ED oversight is non-reimbursable.

4. Special Environmental Considerations

The Build Alternative would include work within the bank of Agua Caliente Creek for piers and abutment construction for the proposed sidewalk and bridge. The project would be required to obtain permits including Waste Discharge Requirements (WDR) Permit from the Regional Water Quality Control Board (RWQCB), a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW), a Clean Water Act (CWA) Section 404 Permit from the US Army Corps of Engineers, and a CWA Section 401 Permit from the RWQCB. Section 7 consultation with the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) is anticipated because Agua Caliente Creek provides suitable habitat for California red-legged frog and steelhead.[1] Any requirement for fish passage would be addressed as part of the Natural Environment Study (NES) and Biological Assessment (BA).

5. Anticipated Environmental Commitments

As discussed above, the Build Alternative may result in impacts to biological resources and water quality, which may require environmental commitments.

[1] Sonoma County. Springs Specific Plan EIR. May 2022. Table 3.3-3

6. Permits and Approvals

The Build Alternative would include work in Agua Caliente Creek to construct piers and abutments. The project would be required to obtain a Waste Discharge Requirements Permit, a Lake and Streambed Alteration Agreement, a Clean Water Act (CWA) Section 404 Permit from the US Army Corps of Engineers, and a CWA Section 401 Permit from the RWQCB. Section 7 consultation USFWS and NMFS for special status species.

7. Level of Effort: Risks and Assumptions

The Build Alternative would include work in Agua Caliente Creek. The proposed creek work may result in unforeseen biological impacts that could require additional mitigation and permitting. Based on the information contained in this PEAR, the overall environmental level of risk to the Project is considered medium due to the anticipated costs of mitigation.

Tree Removals

Approximately five to 15 existing trees will be removed on the east side of the existing bridge. Replacement planting will be installed to meet permit requirements and as feasible to fulfill visual minimization requirements and will be established over a multi-year period to a naturalized and non-irrigated condition. A follow-up child Maintain Existing Planted Areas (MEPA) project will be required to complete PEW longer than 1 year and must be funded by the parent project. Opportunities for tree replacement planting within the project limits are limited due to the narrow ROW and off-site mitigation may be required. Further studies on tree impacts will be conducted in the PA&ED phase of the Project.

8. PEAR Technical Summaries

8.1 Land Use: The project is located in an urban area within unincorporated Sonoma County. Along the Highway 12 corridor, there are primarily residential uses along both sides of the highway as well as some commercial uses north of Encinas Lane and south of Donald Street and a vacant lot at the southeast corner of Donald Street and Highway 12. The Build Alternative would not require acquisition of private ROW. The Project would be entirely located in, or span over, public ROWs owned by the State and the County of Sonoma. The Project would require temporary construction easements for driveway improvements at the Lazzarotto Mobile Home Park property. Access to and from the mobile home park would be maintained throughout construction and access would not be permanently affected.

The Build Alternative would close the Meadowbrook Avenue/SR 12 intersection to increase pedestrian safety. Access to and from Meadowbrook Avenue would be retained through the Meadowbrook Avenue/Donald Street intersection. Therefore, the Project would not close access to private or public property, and the Project is limited to improving and connecting existing pedestrian facilities and would not change the land use pattern or density in the Project area.

8.2 Growth: The proposed Project is located within an urban area of unincorporated Sonoma County. Development in Sonoma County is guided by its General Plan, which does not contain a "no growth" ordinance or policy. As described above, the Project would not change the land use pattern or density.

8.3 Farmlands/Timberlands: There are no farmlands or timberlands in the vicinity of the Project. The Project and the surrounding vicinity are designated as Urban and Built-Up land.[2] Therefore, no impacts associated with these resources are anticipated.

8.4 Community Impacts: As described above, the Build Alternative would not require any ROW acquisition. The Project would require temporary construction easements for driveway improvements at the Lazzarotto Mobile Home Park property. Additionally, the project would alter access to and from the residences along Meadowbrook Avenue by closing the Meadowbrook Avenue/Highway 12 intersection and routing future traffic through the Meadowbrook Avenue/Donald Street intersection. This change in access would not result in a substantial increase in vehicle trip length and would not substantially impair access to the residences along Meadowbrook Avenue. The Build Alternative would benefit the existing communities along Highway 12 by providing pedestrian safety and connectivity improvements. A community impact memo may be required.

8.5 Visual/Aesthetics: The segment of Highway 12 that runs through the Project limits is an eligible, but not officially designated, California State Scenic Highway.[3] The nearest officially designated segment of Highway 12 is just south of the highway's intersection with London Way, approximately 1.7 miles north of the Project limits. Given the distance to the nearest officially designated segment, the project would not result in changes to views along a designated State Scenic Highway. However, Highway 12 is a County-designated scenic highway within the Project limits.[4] The Build Alternative would result in changes to the visual character of the Project site, including the removal of several trees. It is expected that a Memorandum level of VIA will be required during the PA&ED phase of the Project. Given the likelihood of an elevated level of public interest and concern for the project, the VIA memo should plan for one to two visualization simulations.

8.6 Cultural Resources: A records search prepared for The Springs Specific Plan at the Northwest Information Center identified 15 built resources and two archaeological sites, none of which were included on the California Register of Historical Resources or the National Register of Historic Places. Nineteen additional buildings within the vicinity are included on the Sonoma County Historic

[2] California Department of Conservation. California Important Farmland Finder. Accessed September 16, 2024. https://maps.conservation.ca.gov/DLRP/CIFF/

[3] Caltrans. California State Scenic Highway System Map. Accessed September 16, 2024, 2024. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

[4] County of Sonoma. General Plan 2020 Open Space and Resources Conservation Element. Figure OSRC-5i.

Property Data File Directory, all of which are located along Verano Avenue, approximately 0.25 miles from the project limits at the nearest property. The project area generally has a low potential for historic-age or prehistoric archaeological resources.[5] However, given the proximity of Agua Caliente Creek, the site may be more sensitive to Native American buried resources and it is possible that buried Native American Resources could be encountered during project construction. During the next phase of the project, a cultural resources study may be required.

8.7 Hydrology and Floodplain: The portion of the project site that overlies Agua Caliente Creek is located within a 100-year floodplain.[6] The project would be required to complete a Location Hydraulic Study. The Project is not located in an area that is anticipated to be affected by sea level rise.[7] No sea level rise memo would be required.

8.8 Water Quality and Storm Water Runoff: The topography of the Project area slopes toward Agua Caliente Creek. The proposed Project would involve ground-disturbing activities along Highway 12 for the Build Alternative during construction and could increase impervious surfaces post-construction. Stormwater runoff from the proposed sidewalk and pedestrian bridge would contain pollutants that contribute to degradation of water quality in nearby waterways such as Agua Caliente Creek. Degradation of water quality during the construction phase would also be a concern. Consistent with current practice and requirements, the Project would be required to address both short-term and long-term water quality concerns through the incorporation of Best Management Practices (BMPs) into the Project design which may include biofiltration areas.

Caltrans MS4 Permit

The Project would be subject to the current Caltrans MS4 Permit (NPDES No. CAS000003, SWRCB Order No. 2022-0033-DWQ, adopted on June 22, 2022, and effective on January 1, 2023), which regulates stormwater discharges from Caltrans properties and facilities associated with operation and maintenance of the State highway system. Caltrans developed the Statewide Stormwater Management Plan (SWMP) to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs.

A Stormwater Data Report will be required as well as a Water Quality Assessment and Rapid Stability Assessment consistent with current permit requirements during the PA&ED phase. A Water Quality Information Form will also be

[5] County of Sonoma. Springs Specific Plan EIR. May 2022. P. 3.4-14.
[6] FEMA Flood Insurance Rate Map No. 06097C0936E. Effective 12/2/2008.
[7] Office For Coastal Management. Sea Level Rise Viewer. Accessed September 17, 2024. https://coast.noaa.gov/digitalcoast/tools/slr.html

completed for the Stormwater Data Report. Incorporation of trash capture devices would be evaluated as appropriate in the Stormwater Data Report.

8.9 Geology, Soils, Seismic and Topography: The Build Alternative would include grading and excavation for the pedestrian bridge foundations. The project site has a moderate shrink-swell potential and a moderate to very high susceptibility to liquefaction.[8] The soils within and along Agua Caliente Creek in particular have a very high susceptibility to liquefaction. There are no known active faults within the project vicinity, however, the project site would be subject to ground shaking during seismic events. A Preliminary Geotechnical Report and Structural Preliminary Geotechnical Report (SPGR) would be required.

8.10 Paleontology: The Build Alternative would involve grading and excavation for the pedestrian bridge foundations. Impacts to paleontological resources depend on the type of geological deposits that would be encountered. While paleontological discoveries have been made in other parts of Sonoma County, the subsurface soils in the project vicinity are not expected to contain paleontological resources.[9] It is anticipated that a paleontological resources memo will not be required.

8.11 Hazardous Waste/Materials: Based on a database search of the Department of Toxic Substances Control's (DTSC) Envirostor and the State Water Resources Control Board's (SWRCB) Geotracker, there are no hazardous materials sites within an approximate 1,000-foot radius of the project site.[10]

However, the shallow soils in the Project site could contain elevated levels of aerially deposited lead (ADL) due to the high volumes of traffic that used Highway 12 during the era of leaded fuel use. Additionally, asbestos-containing materials (ACM) and lead-based paint (LBP) might be present in the Agua Caliente Creek bridge to be altered. The existing yellow painted traffic striping and yellow thermoplastic traffic striping and pavement markings could also contain hazardous-waste levels of lead and chromium. An Initial Site Assessment (ISA) and a Preliminary Site Investigation (PSI) are anticipated to be conducted during the PA&ED and PS&E phase to determine if ADL, ACM, LBP, or other hazardous materials are present and above regulatory limits.

8.12 Air Quality: The Project is located within the San Francisco Bay Area. The Bay Area does not meet State or Federal ambient air quality standards for ground level ozone (O_3), State standards for particulate matter (PM_{10} and $PM_{2.5}$), and Federal ambient air quality standards for $PM_{2.5}$. For all other pollutants, the area complies with Federal and State air quality standards. The Project would not add vehicle capacity to Highway 12 or introduce any new uses that would increase traffic. The Project would result in limited and temporary air pollutant emissions during construction but would not result in any permanent increases in air

[8] County of Sonoma Springs Specific Plan EIR. May 2022. Figures 3.5-2 and 3.5-4.
[9] County of Sonoma Springs Specific Plan EIR. May 2022. P. 3.5-21.
[10] CalEPA. "Cortese List Data Resources". Accessed September 17, 2024. https://calepa.ca.gov/sitecleanup/corteselist/

pollutant emissions. A Construction Air Quality Memo will be required during the PA&ED phase.

8.13 Noise and Vibration: Construction of the Project would involve temporary noise impacts near sensitive receptors such as residences along Highway 12, Donald Street, Encinas Lane, and other neighboring roadways. The Project would be constructed with cast-in-drilled-hole (CIDH) concrete piers. A construction noise and vibration memo may be required for the Project.

The Project would construct new pedestrian facilities. The Project would not result in any changes to Highway 12 that would increase vehicle capacity. The Project does not fit the definition of a Type 1 project per 23 CFR 772, a Noise Study Report (NSR) is not required.

8.14 Energy and Climate Change: Construction of the Project would result in GHG emissions from material processing and transportation, on-site construction equipment operation, 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 by better traffic management during construction phases. The Bay Area Air District (Air District) also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices that could be incorporated into construction of the Project include, but are not limited to, using local building materials and recycling or reusing construction waste or demolition materials. Because construction would be temporary and would not result in a permanent increase in GHG emissions, Project construction would not substantially increase GHG emissions. Construction GHG emissions will be quantified in a Construction GHG Memo during the PA&ED phase.

The Build Alternative would create new pedestrian facilities, which would help reduce vehicle miles traveled (VMT) and thus, reduce energy usage and GHG emissions associated with operational vehicle traffic. The Project would not include any new uses that would add to the existing vehicle traffic on Highway 12 or increase the existing vehicle capacity.

Sea Level Rise: The Project is not located in an area that is anticipated to be affected by sea level rise.[11]

Wildfire: In addition to sea level rise, climate change also contributes to an increase in extreme weather events that can, in turn, result in an increased risk of wildfires. Between 1964 and 2015, Sonoma County experienced 18 large or costly wildfires. Most recently, the 2017 Sonoma Complex Fire, Glass Fire of 2020, and LNU Lightning Complex fires of 2020 burned large amounts of land and

[11] Office For Coastal Management. Sea Level Rise Viewer. Accessed September 17, 2024. https://coast.noaa.gov/digitalcoast/tools/slr.html

structures.[12] Large portions of the mountainous, highly combustible areas in eastern Sonoma County are located in very high fire hazard zones. The project site itself is not located in or adjacent to an area containing High or Very High designations on the Fire Hazard Severity Zones (FHSZ) in State Responsibility map, adopted by CAL FIRE on June 15, 2023. However, the site is located approximately 1,500 feet west of a Very High FHSZ. Due to its location within a more urbanized area with minimal slope and limited wildland fuels, wildfire hazards are more limited. Additionally, the proposed pedestrian bridge, sidewalks, and other improvements would be constructed of materials that are mostly non-combustible and therefore, would not exacerbate existing wildfire risks within the County.

8.15 Biological Environment: The Project is located within an urbanized area within unincorporated Sonoma County. However, the Build Alternative would include work within the bank of Agua Caliente Creek for piers and abutment construction for the proposed sidewalk and bridge. The project would be required to obtain permits including Waste Discharge Requirements from the RWQCB, a Lake and Streambed Alteration Agreement from CDFW, a Clean Water Act (CWA) Section 404 Permit from the US Army Corps of Engineers, and a CWA Section 401 Permit from the RWQCB. Section 7 consultation with the USFWS and NMFS is anticipated because Agua Caliente Creek provides suitable habitat for California red-legged frog and steelhead.[13] Any requirement for fish passage would be addressed as part of the NES and BA.

Federal and State special-status species with the potential to occur in the project area include pallid bat, Townsend's big-eared bat, bank swallow, California giant salamander, California red-legged frog, foothill yellow-legged frog, red-bellied newt, western pond turtle, and steelhead.[14] There is no critical habitat for federal threatened or endangered species within or adjacent to the Project limits.[15] The Build Alternative would require the removal of several trees, which could provide habitat for special-status bird and bat species. Preparation of an NES and BA would be required during the PA&ED phase to determine the specific impacts of the Project and any additional biological permitting requirements. Any requirement for fish passage, such as the use of coffer dams or other temporary stream diversion systems, would also be addressed as part of the NES and BA. An aquatic resources delineation report would also be prepared during the PA&ED phase.

8.16 Cumulative Impacts: The nearest development project to the Project limits is the Montaldo Apartments project at 19320 Sonoma Highway, approximately 2,400

[12] County of Sonoma Springs Specific Plan EIR. May 2022. P. 3.16-1.
[13] Sonoma County. Springs Specific Plan EIR. May 2022. Table 3.3-3
[14] Ibid.
[15] US Fish & Wildlife Service. Critical Habitat for Threatened & Endangered Species. Accessed September 16, 2024. Available at: https://ecos.fws.gov/ecp/report/table/critical-habitat.html

feet south of the Project limits. Projects listed in the State Highway Operation and Protection Program (SHOPP) in the project vicinity include the following:

- EA 3Y710: Near the City of Sonoma, from Waterman Avenue to Lomita Avenue. Construct left-turn lane onto Verano Avenue, install audible accessible pedestrian signals (APS), and upgrade facilities to Americans with Disabilities Act (ADA) standards.
- EA 4H051: In and near Sonoma, at Sonoma Creek Bridge No. 20-0027 and Hooker Creek Bridge No. 20-0030. Mitigation project for EA 4H050 for plant establishment period and erosion control.

Given that the Project would have limited environmental impacts, and the distance from other projects in the vicinity, it is not anticipated that the Project would contribute toward cumulative impacts.

8.17 Context Sensitive Solutions: Quality transportation design requires innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals and is reached through a collaborative, interdisciplinary approach involving all stakeholders. Whether a project is in an urban, rural, or natural setting, the transportation facility must be in harmony with the community goals and the natural environment. This requires careful, imaginative, and early planning, and continuous community involvement.

Public input and stakeholder engagement were solicited during preparation of the Project Feasibility Study. The County conducted a series of in-person, virtual, and hybrid meetings with stakeholders in March 2024. The feedback from these sessions were used to refine the project's design.

During the design phase, opportunities to implement context sensitive solutions will be evaluated to integrate community, aesthetic, and environmental values into the design in balance with safety, maintenance, and funding feasibility goals. Some context sensitive solutions such as architectural treatment will also be evaluated during the design phase. Architectural treatments would also be presented during the PA&ED phase using visual simulations that highlight the treatments. Vegetation removed as part of the Project would be replaced and maintained per Caltrans standards.

9. Summary Statement for PID

Based on the scope of the proposed improvements under the Build Alternative, the Project is anticipated to qualify for a CEQA Statutory Exemption under SB 922 and a Categorical Exclusion NEPA.

The CEQA SE and NEPA CE will be supported by the following technical studies and memos: CIA memo, ISA (hazardous materials), Construction Air Quality Memo (air quality), Construction GHG Memo (climate change), ASR and HPSR (cultural

resources), NES,BA, and aquatic resources delineation (biology), VIA memo (visual), SPGR (geotechnical), SWDR, LHS and water quality memo (water quality), and construction noise memo.

10. Disclaimer

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

11. List of Preparers

PEAR Preparer: Connor Tutino, Project Manager	Date: 4/14/2025

12. Review and Approval

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

John Gretsch-Seal — 7/28/25

Environmental Branch Chief — Date

[signature] — 7/28/2025

Project Manager — Date

ATTACHMENTS:

Attachment A: PEAR Environmental Studies Checklist
Attachment B: Schedule (Gantt Chart)

Attachment A: PEAR Environmental Studies Checklist

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
Land Use	☒	☐	☐	L	No comments
Wild and Scenic River Consistency	☒	☐	☐	L	No comments
Coastal Management Plan	☒	☐	☐	L	No comments
Growth	☒	☐	☐	L	No comments
Farmlands/Timberlands	☒	☐	☐	L	No comments
Community Impacts	☐	☒	☐	L	CIA Memo
Community Character and Cohesion	☒	☐	☐	L	No comments
Relocations	☒	☐	☐	L	No comments
Environmental Justice	☒	☐	☐	L	No comments
Utilities/Emergency Services	☒	☐	☐	L	No comments
Traffic/Transportation	☒	☐	☐	L	No comments
SB743/Induced Travel	☒	☐	☐	L	No comments
Visual/Aesthetics	☐	☒	☐	L	VIA Memo
Cultural Resources:	☐	☐	☒	L	No comments
Archaeological Survey Report	☐	☐	☒	L	ASR
Historic Resources Evaluation Report	☒	☐	☐	L	No comments
Historic Property Survey Report	☐	☐	☒	L	HPSR
Historic Resource Compliance Report	☒	☐	☐	L	No comments
Section 106 / PRC 5024 & 5024.5	☒	☐	☐	L	No comments
Native American Coordination	☒	☐	☐	L	No comments
Finding of Effect	☒	☐	☐	L	No comments
Data Recovery Plan	☒	☐	☐	L	No comments
Memorandum of Agreement	☒	☐	☐	L	No comments
Other: Enter other study	☒	☐	☐	L	No comments
Hydrology and Floodplain	☐	☒	☐	L	LHS
Water Quality and Stormwater Runoff	☐	☒	☒	L	SWDR, Water Quality Memo
Geology, Soils, Seismic and Topography	☐	☐	☒	L	SPGR
Paleontology	☒	☐	☐	L	No comments
PER	☒	☐	☐	L	No comments
PMP	☒	☐	☐	L	No comments
Hazardous Waste/Materials:	☐	☐	☒	L	ISA
ISA (Additional)	☐	☐	☒	L	ISA
PSI	☐	☐	☒	L	PSI during PS&E
Other: Enter other study	☒	☐	☐	L	No comments
Air Quality	☐	☒	☐	L	Construction Air Quality Memo

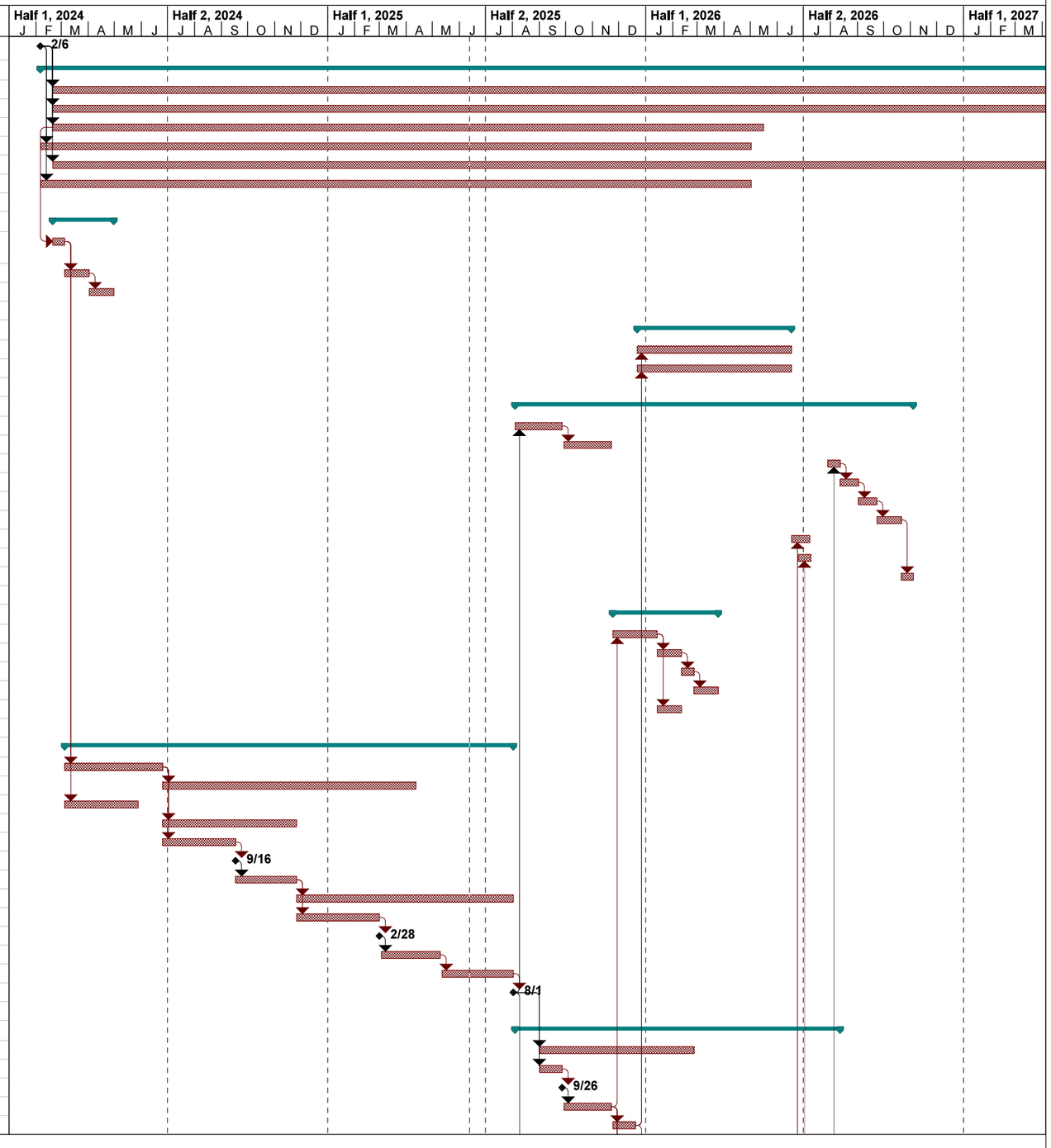
Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
Noise and Vibration	☐	☒	☐	L	Construction Noise Memo
Energy	☒	☐	☐	L	No comments
Climate Change and Sea Level Rise	☐	☒	☐	L	Construction GHG Memo
Biological Environment	☒	☐	☐	L	No comments
Fish Passage	☒	☐	☐	L	No comments
Wildlife Connectivity	☒	☐	☐	L	No comments
Natural Environment Study	☐	☐	☒	L	NES
Biological Assessment Section 7:	☐	☐	☒	L	Section 7 consultation with NMFS and USFWS
Formal	☒	☐	☐	L	No comments
Informal	☒	☐	☐	L	No comments
No effect	☒	☐	☐	L	No comments
Section 10	☒	☐	☐	L	No comments
USFWS Consultation	☐	☐	☒	L	Consultation with USFWS through Section 7
NMFS Consultation	☐	☐	☒	L	Consultation with NMFS through Section 7
Species of Concern (CNPS, USFS, BLM, S, F)	☒	☐	☐	L	No comments
Wetlands & Other Waters/Delineation	☐	☐	☒	L	Aquatic Resources Delineation
404(b)(1) Alternatives Analysis	☒	☐	☐	L	No comments
Invasive Species	☒	☐	☐	L	No comments
HMMP	☒	☐	☐	L	No comments
CDFW Consistency Determination	☒	☐	☐	L	No comments
2081	☒	☐	☐	L	No comments
Other: Enter other study	☒	☐	☐	L	No comments
Cumulative Impacts	☒	☐	☐	L	No comments
Context Sensitive Solutions	☒	☐	☐	L	No comments
Section 4(f) Evaluation	☒	☐	☐	L	No comments
Permits:	☒	☐	☐	L	No comments
401 Certification Coordination	☐	☒	☐	L	WDR or 401 Permit
404 Permit Coordination, IP, NWP, or LOP	☐	☒	☐	L	404 Permit
1602 Agreement Coordination	☐	☐	☒	L	1602 coordination required
Local Coastal Development Permit Coordination	☒	☐	☐	L	No comments
State Coastal Development Permit Coordination	☒	☐	☐	L	No comments

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
NPDES Coordination	☒	☐	☐	L	No comments
TRPA	☒	☐	☐	L	No comments
BCDC	☒	☐	☐	L	No comments

County of Sonoma

Donald Gap Pedestrian Improvements

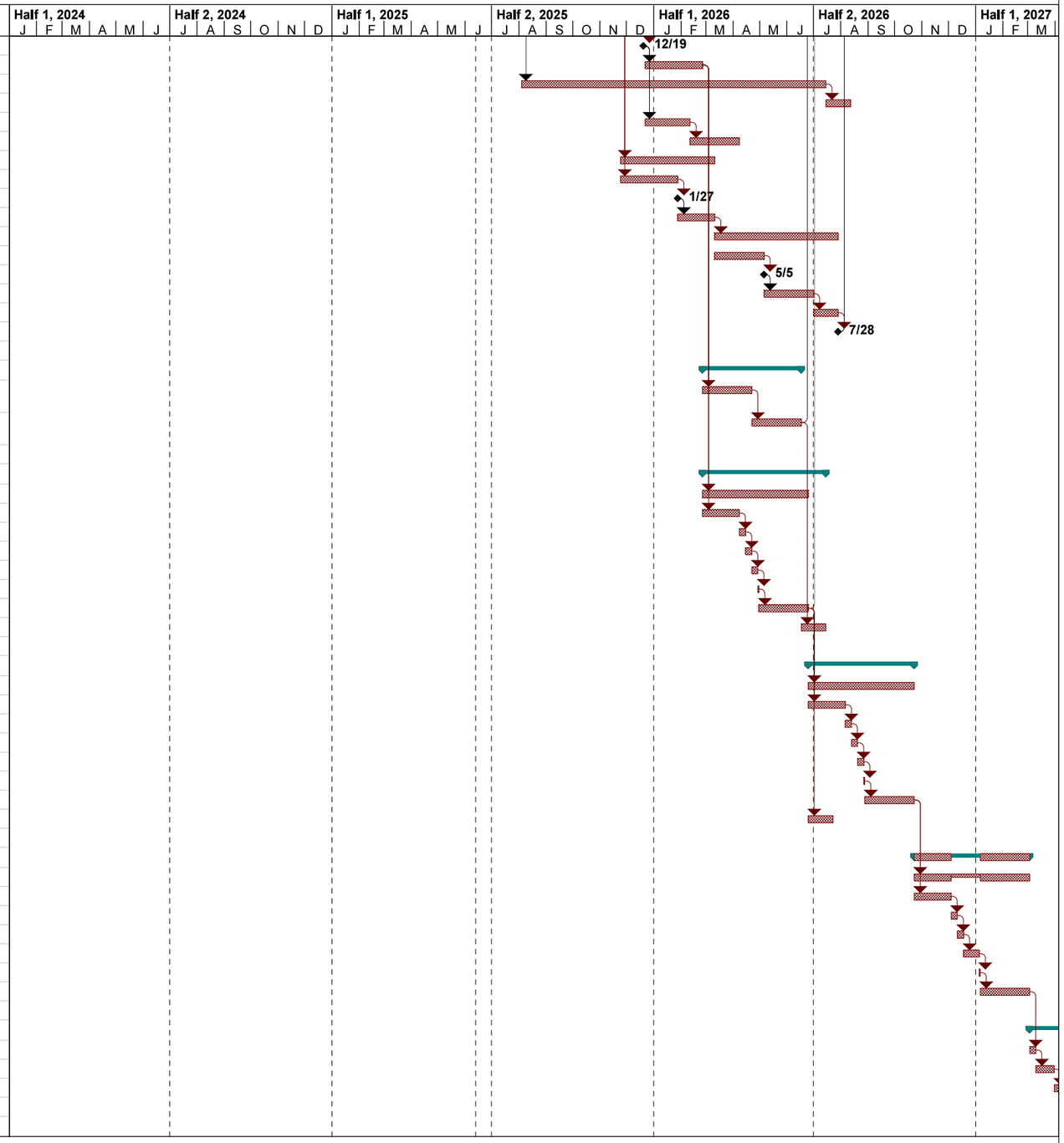
ID	Task Name	Duration	Start	Finish	Predecessors
1	**Notice to Proceed**	**0 days**	**Tue 2/6/24**	**Tue 2/6/24**	
2	**Task 1: Project Management/Coordination**	**808 days**	**Tue 2/6/24**	**Tue 4/13/27**	
3	1.1 General Project Management	798 days	Tue 2/20/24	Tue 4/13/27	1,111FF
4	1.2 Monthly Invoices and Progress Status Reports	798 days	Tue 2/20/24	Tue 4/13/27	1,111FF
5	1.3 Project Kick-Off and Monthly Status Meetings (Assume 36)	568 days	Tue 2/20/24	Fri 5/15/26	1FS+10 days
6	1.4 Basis of Design Documentation	568 days	Tue 2/6/24	Fri 5/1/26	1
7	1.5 Caltrans Coordination	798 days	Tue 2/20/24	Tue 4/13/27	1,111FF
8	1.6 Grant Reporting Support	568 days	Tue 2/6/24	Fri 5/1/26	1
9					
10	**Task 2: Survey, Mapping, and Boundary Verification**	**50 days**	**Tue 2/20/24**	**Mon 4/29/24**	
11	2.1 Collect and Review Record Data, Studies and Relevant Project Information	2 wks	Tue 2/20/24	Mon 3/4/24	5SS
12	2.2 Supplemental Topographic Survey and Site Visits	4 wks	Tue 3/5/24	Mon 4/1/24	11
13	2.3 Project Base Mapping	4 wks	Tue 4/2/24	Mon 4/29/24	12
14					
15	**Task 3: Utility Coordination**	**120 days**	**Mon 12/22/25**	**Tue 6/16/26**	
16	3.1 Utility Coordination	6 mons	Mon 12/22/25	Tue 6/16/26	57
17	3.2 Preparation of Utility Relocation Plans	6 mons	Mon 12/22/25	Tue 6/16/26	57
18					
19	**Task 4: Geotechnical Engineering**	**320 days**	**Mon 8/4/25**	**Tue 11/3/26**	
20	4.1 Phase 1 Initial Site Assessment (ISA)	8 wks	Mon 8/4/25	Fri 9/26/25	50
21	4.2 Structural Preliminary Geotechnical Report (SPGR)	8 wks	Mon 9/29/25	Fri 11/21/25	20
22	4.3 Field Exploration	2 wks	Wed 7/29/26	Tue 8/11/26	73
23	4.4 Laboratory Testing	3 wks	Wed 8/12/26	Tue 9/1/26	22
24	4.5 Soils Analysis/Evaluation	3 wks	Wed 9/2/26	Tue 9/22/26	23
25	4.6 Preliminary Foundation Report (PFR)	4 wks	Wed 9/23/26	Tue 10/20/26	24
26	4.7 Draft Foundation Report (DFR)	3 wks	Wed 6/17/26	Tue 7/7/26	77
27	4.8 Final Foundation Report (FR)	2 wks	Thu 6/25/26	Wed 7/8/26	86
28	4.9 Pavement Memo	2 wks	Wed 10/21/26	Tue 11/3/26	25
29					
30	**Task 5: Hydrology and Hydraulics**	**80 days**	**Mon 11/24/25**	**Tue 3/24/26**	
31	5.1 Hydraulic Report	6 wks	Mon 11/24/25	Tue 1/13/26	56
32	5.2 Floodplain Evaluation Report	4 wks	Wed 1/14/26	Tue 2/10/26	31
33	5.3 Summary Floodplain Encroachment Permit	2 wks	Wed 2/11/26	Tue 2/24/26	32
34	5.4 Location Hydraulic Study	4 wks	Wed 2/25/26	Tue 3/24/26	33
35	5.5 Scour Analysis	4 wks	Wed 1/14/26	Tue 2/10/26	31
36					
37	**Task 6: PSR/PDS**	**360 days**	**Tue 3/5/24**	**Fri 8/1/25**	
38	6.1 Caltrans Cooperative Agreement	4 mons	Tue 3/5/24	Mon 6/24/24	11
39	6.2 Preliminary Environmental Analysis Report (PEAR)	10 mons	Tue 6/25/24	Fri 4/11/25	38
40	6.3 Alternative Analysis	3 mons	Tue 3/5/24	Mon 5/27/24	11
41	6.3 Draft PSR/PDS	110 days	Tue 6/25/24	Mon 11/25/24	38
42	Prepare Draft PSR/PDS	12 wks	Tue 6/25/24	Mon 9/16/24	38
43	Submit Draft PSR/PDS	0 days	Mon 9/16/24	Mon 9/16/24	42
44	Caltrans Reviews Draft PSR/PDS	10 wks	Tue 9/17/24	Mon 11/25/24	43
45	6.4 Final PSR/PDS	170 days	Tue 11/26/24	Fri 8/1/25	44
46	Incorporate Comments into 1st Final PSR/PDS	12 wks	Tue 11/26/24	Fri 2/28/25	44
47	Submit 1st Final PSR/PDS	0 days	Fri 2/28/25	Fri 2/28/25	46
48	Caltrans Reviews 1st Final PSR/PDS	10 wks	Mon 3/3/25	Fri 5/9/25	47
49	Incorporate Comments into 2nd Final PSR/PDS	12 wks	Mon 5/12/25	Fri 8/1/25	48
50	Submit Executed PSR/PDS	0 days	Fri 8/1/25	Fri 8/1/25	49
51					
52	**Task 7: Project Approval/Environmental Document**	**260 days**	**Mon 8/4/25**	**Tue 8/11/26**	
53	7.1 Preparation of Geometric Drawings	120 days	Mon 9/1/25	Tue 2/24/26	50FS+4 wks
54	Prepare and Update Geometric Approval Drawings (GADs)	4 wks	Mon 9/1/25	Fri 9/26/25	50
55	Submit GADs	0 days	Fri 9/26/25	Fri 9/26/25	54
56	Caltrans Reviews GADs	8 wks	Mon 9/29/25	Fri 11/21/25	55
57	Incorporate Caltrans Comments and DSDD	4 wks	Mon 11/24/25	Fri 12/19/25	56



County of Sonoma

Donald Gap Pedestrian Improvements

ID	Task Name	Duration	Start	Finish	Predecessors
58	Resubmit GADs and DSDD	0 days	Fri 12/19/25	Fri 12/19/25	57
59	Caltrans Review and Approves GADs and DSDD	8 wks	Mon 12/22/25	Tue 2/24/26	58
60	**7.2 NEPA Tech Studies**	**48 wks**	**Mon 8/4/25**	**Tue 7/14/26**	50
61	**7.3 NEPA Checklist/CEQA NOE**	**4 wks**	**Wed 7/15/26**	**Tue 8/11/26**	60
62	**7.4 Preparation of APS**	**6 wks**	**Mon 12/22/25**	**Tue 2/10/26**	58
63	**7.5 Address APS Comments and Finalize APS**	**8 wks**	**Wed 2/11/26**	**Tue 4/7/26**	62
64	**7.6 Draft Project Report**	**70 days**	**Mon 11/24/25**	**Tue 3/10/26**	**56**
65	Prepare Draft Project Report	8 wks	Mon 11/24/25	Tue 1/27/26	56
66	Submit Draft Project Report	0 days	Tue 1/27/26	Tue 1/27/26	65
67	Caltrans Reviews Draft Project Report	6 wks	Wed 1/28/26	Tue 3/10/26	66
68	**7.7 Final Project Report**	**100 days**	**Wed 3/11/26**	**Tue 7/28/26**	**67**
69	Incorporate Comments into 1st Final Draft Report	8 wks	Wed 3/11/26	Tue 5/5/26	
70	Submit 1st Final Project Report	0 days	Tue 5/5/26	Tue 5/5/26	69
71	Caltrans Reviews 1st Final Project Report	8 wks	Wed 5/6/26	Tue 6/30/26	70
72	Incorporate Comments into 2nd Final Project Report	4 wks	Wed 7/1/26	Tue 7/28/26	71
73	Submit Executed Final Project Report	0 days	Tue 7/28/26	Tue 7/28/26	72
74					
75	**Task 8: Structure Need and Type Selection**	**80 days**	**Wed 2/25/26**	**Tue 6/16/26**	
76	**8.1 Prepare Draft Type Selection Report and Associated Documents**	**8 wks**	**Wed 2/25/26**	**Tue 4/21/26**	59
77	**8.2 Address Caltrans Comments and Finalize Structure Type Selection Report and Associated Documents**	**8 wks**	**Wed 4/22/26**	**Tue 6/16/26**	76
78					
79	**Task 9: 65% PS&E Documents**	**100 days**	**Wed 2/25/26**	**Tue 7/14/26**	
80	**9.1 65% PS&E**	**86 days**	**Wed 2/25/26**	**Wed 6/24/26**	**59**
81	Prepare 65% Plans	6 wks	Wed 2/25/26	Tue 4/7/26	59
82	Prepare 65% Technical Specifications	1 wk	Wed 4/8/26	Tue 4/14/26	81
83	Prepare 65% Cost Estimate	1 wk	Wed 4/15/26	Tue 4/21/26	82
84	Perform Quality Control	1 wk	Wed 4/22/26	Tue 4/28/26	83
85	Submit 65% Package	1 day	Wed 4/29/26	Wed 4/29/26	84
86	County/Caltrans Review	8 wks	Thu 4/30/26	Wed 6/24/26	85
87	**9.2 65% Design Calculations**	**4 wks**	**Wed 6/17/26**	**Tue 7/14/26**	77
88					
89	**Task 10: 95% PS&E Documents**	**86 days**	**Thu 6/25/26**	**Thu 10/22/26**	
90	**10.1 95% PS&E**	**86 days**	**Thu 6/25/26**	**Thu 10/22/26**	**86**
91	Prepare 95% Plans	6 wks	Thu 6/25/26	Wed 8/5/26	86
92	Prepare 95% Technical Specifications	1 wk	Thu 8/6/26	Wed 8/12/26	91
93	Prepare 95% Cost Estimate	1 wk	Thu 8/13/26	Wed 8/19/26	92
94	Perform Quality Control	1 wk	Thu 8/20/26	Wed 8/26/26	93
95	Submit 95% Package	1 day	Thu 8/27/26	Thu 8/27/26	94
96	County/Caltrans Review	8 wks	Fri 8/28/26	Thu 10/22/26	95
97	**10.2 Independent Check Calculations**	**4 wks**	**Thu 6/25/26**	**Wed 7/22/26**	86
98					
99	**Task 11: Final (100%) PS&E Documents**	**86 days**	**Fri 10/23/26**	**Tue 3/2/27**	
100	**11.1 Final PS&E**	**86 days**	**Fri 10/23/26**	**Tue 3/2/27**	**96**
101	Prepare 100% Plans	6 wks	Fri 10/23/26	Thu 12/3/26	96
102	Prepare 100% Technical Specifications	1 wk	Fri 12/4/26	Thu 12/10/26	101
103	Prepare 100% Cost Estimate	1 wk	Fri 12/11/26	Thu 12/17/26	102
104	Perform Quality Control	1 wk	Fri 12/18/26	Mon 1/4/27	103
105	Submit 100% Package	1 day	Tue 1/5/27	Tue 1/5/27	104
106	County/Caltrans Review	8 wks	Wed 1/6/27	Tue 3/2/27	105
107					
108	**Task 12: Preconstruction Support Services**	**30 days**	**Wed 3/3/27**	**Tue 4/13/27**	
109	**12.1 Review Front End Specifications**	**1 wk**	**Wed 3/3/27**	**Tue 3/9/27**	106
110	**12.2 Respond to Pre-Bid Questions (Up to 2)**	**3 wks**	**Wed 3/10/27**	**Tue 3/30/27**	109
111	**12.3 Prepare Bid Addenda (Up to 2 Assumed)**	**2 wks**	**Wed 3/31/27**	**Tue 4/13/27**	110
112					
113	**Construction**	**18 mons**	**Wed 5/12/27**	**Wed 10/4/28**	111FS+20 days



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200 Fourth Street, Suite 300 • Santa Rosa, CA 95401

Attachment E:
Transportation Planning Scoping Information Sheet

Proposed Project Summary

EA #	**0X210**	**AM Tool ID #**	**N/A**	**EFIS Project ID #**	**0424000064**
County-Route-PM	**SON-12-35.7/35.8**				
Anchor Asset	**BRIDGES**				
Proposed Project Scope	**PEDESTRIAN BRIDGE, SIDEWALKS, CURB RAMPS, CLASS IV BIKEWAY AND CROSSWALKS**				
Proposed Fund Type	**LOCALLY FUNDED**				

Section 1: TPSIS Summary Statements & Recommended Actions

1-1 Project Summary **Refer to TPSIS Section: ☒ 2 ☒ 3 ☒ 5 ☒ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10 ☐ 11 ☐ Other**	**Provide a justification if needs/opportunities are not recommended to be included in project scope.**
Project Needs/Opportunities:	
Safe and accessible facilities for pedestrians and bicyclists.	
Project Risks/Challenges:	
Project funding, hazardous site materials, existing bridge conditions, and changes in climate and precipitation.	
1-2 List recommendations based on identified needs/opportunities to be included in project scope. *(Provide section references below)*	
Construct a separate pedestrian bridge, ADA complaint sidewalks/curb ramps, and a one-way class IV bikeway to close the existing gap in pedestrian & bicycle facilities.	
1-3 Road Safety Considerations	**If not provide a justification, why.**
Has "District Safe System Lead" been contacted through the TPSIS preparation process? ☐ Yes ☒ No	Contact will be initiated upon submittal of the PSR-PDS.

Required Sections Checklist *(Check boxes below once completed):*

☒ Section 1 ☒ Section 2 ☒ Section 3 ☒ Section 4 ☒ Section 5 ☒ Section 6-1

Prepared for use in Project Nomination by:

District Planning Representative (Date)

Received for use in Project Nomination by:

District Asset Manager (Date)

Section 2: Tribal Government Consultation, Local Partners, and Public Engagement Coordination

2-1 TRIBAL GOVERNMENT CONSULTATION – *Caltrans Tribal Relations Team*;		
2-1-1 Tribal Lands – *Is the proposed project*: **within or near an Indian Reservation Rancheria, or Tribal Trust Land? *NALB Tribal lands Viewer*; DEA GIS Library** **☐ Yes ☒ No**	***If so, indicate if*:** **☐ The project involves trust land(s) (including tribal and individual allotted lands) outside of a reservation or Rancheria** **☐ Tribe(s) have been informed of the project and will be coordinated with during project development** **☐ All applicable tribal laws and regulations have been reviewed for required coordination**	***Provide names of TRIBES, TRIBAL GOVERNMENTS, reservations, Rancherias, tribal trust lands.***
2-1-2 Does the Tribe have a Tribal Employment Rights Office/Ordinance (TERO) on file? **☐ Yes ☐ No**	***If so, indicate if*:** **☐ The TERO has been reviewed for required coordination** **☐ Is this project on a route identified in the National Tribal Transportation Facility Inventory (NTTFI)?** **☐ There is a related Memorandum of Understanding (MOU) between the District and the Tribe** **☐ Caltrans has other MOUs with the Tribe; *Provide title and description or content***	
2-1-3 Have any tribes expressed environmental concerns related to the project? **☐ Yes ☐ No**	***Provide Tribal name(s) and details:***	
2-1-4 Have any tribes expressed any other concerns related to the project? **☐ Yes ☐ No**	***Provide Tribal name(s) and details:***	
2-1-5 Who are the appropriate points of contact within the Tribe(s) for future coordination and consultation?	***Name, title, phone number, e-mail:***	
2-2 EQUITY CONSIDERATIONS		

2-2-1 Is the project located in or have the potential to affect equity priority communities (also known as disadvantaged or underserved communities)? *You can use these links to identify if project is located in DAC area (additional data sources available in guidance):* • California Healthy Places Index Map • CalEnviroScreen 4.0 | OEHHA	☒ Yes ☐ No ☐ Unknown (Defer to PID)	***Describe the communities and any potential impacts. (Consider age groups, income levels, race and ethnicity and potential positive or negative impacts etc.)*** The Project area qualifies as a disadvantaged community based on Census Tract 06097150305. Disadvantage groups within the community include low-income residents and people of color.	
2-2-2 If 2-2-1 is Yes, what are their known mobility needs *(consider access to opportunities/destinations)***?**	☒ Yes ☐ No ☐ Unknown (Defer to PID)	***Describe needs.*** The disadvantaged groups in the Project area need safer and accessible pedestrian facilities as low-income residents may tend to rely on biking or walking to access nearby destinations.	
2-2-3 Do opportunities exist to incorporate project components that reconnect divided communities, improve equitable access and mobility, or contribute to better public health?	☒ Yes ☐ No ☐ Unknown (Defer to PID)	***Describe opportunities.*** The Project provides opportunities for disadvantaged groups to access key community facilities by closing the existing gap in pedestrian and bicycle facilities along Highway 12.	
2-3 PRELIMINARY PUBLIC ENGAGEMENT	**Source/Date Contacted**	**Additional Information**	
2-3-1 Which local partner agencies have been identified?	Springs Municipal Advisory Council/June 21, 2023		
2-3-2 Which other stakeholders, community-based organizations, advocates, or interest groups have been identified?		Homeless Action Sonoma, Boys & Girls Club, & nearby Senior Housing Facilities	
2-3-3 What is the recommended Public Engagement Strategy for this project?	☒ Inform ☒ Consult	☐ Collaborate ☐ Involve	☐ No Recommendation
2-3-4 Is the project likely to require translation and interpretation services? https://www.fhwa.dot.gov/civilrights/programs/title_vi/lep_fourfactor.cfm https://data.census.gov/cedsci/	☒ Yes ☐ No ☐ Unknown (Defer to PID)	***Describe. (Include the percentages of LEP individuals in the census tract and their respective languages.)*** Limited English Proficiency: 17.6% Languages include: Spanish	

Section 3: Plan and Document Review

3-1 PLANNING DOCUMENTS AND SCOPING TOOLS	SUMMARY OF RECOMMENDATIONS & CONSIDERATIONS
3-1-1 District Traffic Safety Plans (Not available)	N/A
3-1-2 Active Transportation Plans: ☐ California Active Transportation Plan (CAT Plan)(Not available) ☒ District Bike and Ped Plan ☒ Regional/Local Plan	The 2021 District 4 Pedestrian Plan identified Tier 1 highway segment needs for pedestrian facilities along Highway 12 and within the Project limits. The 2010 Springs Community Based Transportation Plan identified the sidewalk gap between Verano Ave and Donald Street as an area with transportation needs. The Project will aim to address these needs by constructing new pedestrian facilities within the Project limits.

3-1-3 Broadband: ☒ **Is there Caltrans-owned broadband infrastructure within this project location?**	Caltrans-owned broadband infrastructure exists within the Project limits. The Project does not anticipate any impacts to the existing broadband infrastructure.
3-1-4 Climate Change Planning: ☒ **Caltrans District Vulnerability Assessment** ☒ **Caltrans Climate Change Adaptation Priority Plans** ☒ **Local Climate Action Plan/GHG reduction plan** ☒ **Greenhouse gas section of EIR for RTP/SCS** ☒ **Locally Adopted Transportation Adaptation Plan**	The Project location anticipates impacts of temperature rise and increase in precipitation which can lead to increased flooding in rivers or streams. The Project will assess the 100-year flood elevation and design the proposed bridge to maintain adequate freeboard over Agua Caliente Creek Bridge per the Caltrans HDM standards. The Project proposes to create safer and more accessible facilities for non-motorized users. Thus, promoting active transportation and reducing vehicular miles traveled. A reduction in vehicular miles traveled will help alleviate greenhouse gas emissions which align with the goals set in Sonoma County's Climate Action 2020 Plan.
3-1-5 Cultural/Historic Preservation Scoping Tools: ☐ **Caltrans Cultural Resources Database** (Not accessible) ☒ **Caltrans Historic Bridge Inventory** ☒ **Archaeological Site Sensitivity Model** ☒ **AB52 Letter**	The existing Agua Caliente Creek bridge is not identified on the Caltrans Historic Bridge Inventory (dated 2023). The project area generally has a low potential for historic-age or prehistoric archaeological resources. However, given the proximity of Agua Caliente Creek, the site may be more sensitive to Native American buried resources and it is possible that buried Native American Resources could be encountered during construction. in the next phase of the project, a cultural resources study may be required.
3-1-6 Freight Planning: ☒ **California Freight Mobility Plan** ☒ **California Sustainable Freight Action Plan** ☒ **Caltrans Safety Roadside Rest Areas (SRRA)** ☒ **Truck Parking Study** ☐ **Regional/Local Plan**	N/A
3-1-7 Project Planning: ☒ **District 10 Year Project Book** ☒ **MONSTER List** ☐ **Preliminary Investigation/Feasibility Study** (Not available)	N/A
3-1-8 Rail and Mass Transportation Planning: ☒ **California State Rail Plan** ☒ **Statewide Transit Strategic Plan**	N/A
3-1-9 Regional & Local Planning: ☒ **Regional Transportation Plan** ☐ **Sustainable Community Strategy** (Not available) ☒ **General and Local Plans** ☐ **Regional Concept of Transportation Operations**(Not available) ☒ **Local Coastal Program Plan**	The 2010 Springs Community Based Transportation Plan identified the sidewalk gap between Verano Ave and Donald Street as an area with transportation needs. The Project will aim to address these needs by constructing new pedestrian facilities within the Project limits. The 2020 Sonoma County General Plan identifies a need to upgrade existing public infrastructure as a principal land use issue in the Sonoma Valley.
3-1-10 System Planning: ☒ **Interregional Transportation Strategic Plan (ITSP)**	N/A

☒ **Corridor Plans (TCR, CSMP, CMCP)**	
3-1-11 Tribal Planning: ☒ **Tribal Transportation Plan**	N/A
3-1-12 Other (Identify): ☐ _____	

Section 4: Caltrans Stakeholder Information

4-1 TITLE	Name	Phone Number	Email Address
4-1-1 District Safe System Lead	Nick Compin		
4-1-2 Complete Street/Bicycle and Pedestrian Coordinator	Greg Currey	510-821-0517	gregory.currey@dot.ca.gov
4-1-3 Climate Change Coordinator/Liaison	Keri Robinson		
4-1-4 District Native American Coordinator and/or District Cultural Resources PQS Staff (Environmental/Cultural Resources) *PQS = Professionally Qualified Staff: Caltrans cultural resources staff who meet the Secretary of Interior's Professional Qualifications Standards for Historic Preservation disciplines*	TBD		
4-1-5 District Native American Liaison (Transportation Planning)	TBD		
4-1-6 Environmental Planner	TBD		
4-1-7 Freight Planner	Kelly Mclendon		
4-1-8 Local Development Review (LDR) Planner	Erin Thompson		
4-1-9 Park and Ride Coordinator	TBD		
4-1-10 Regional Planner	Erin Thompson		
4-1-11 Sustainable Planning Grant Coordinator	Erin Thompson		
4-1-12 System Planner	Alyssa Begley		alyssa.begley@dot.ca.gov
4-1-13 Rail & Transit Planner	Josh Pulverman		
4-1-14 Equity, Engagement and Health Planner	Gabriel Conley		
4-1-15 Other Coordinators			

Section 5: Climate Change

5-1 CLIMATE CHANGE CONSIDERATIONS	Comment/Action
5-1-1 Using the Caltrans climate change considerations tool kit, identify potential GHG emission and climate change-related mitigation options at the proposed project location. *Attach toolkit as an appendix and check GHG reduction*	*Completed Caltrans climate change considerations toolkit has been attached?* ☒ **Yes**

measures and climate change-related adaptation measures that could apply to the proposed project for consideration.	☐ **No** *If no, Describe*	
5-1-2 Using the District Vulnerability Assessment appropriate for the proposed project area, identify the potential climate stressors that could affect transportation assets within the project limits. *Using the vulnerability assessment interactive Webmap; print and attach map of potential project site vulnerability*	☒ **Temperature** ☒ **Precipitation** ☐ **Wildfire** ☐ **Other:**	☐ **Sea-Level Rise** ☐ **Storm Surge** ☐ **Cliff Retreat**
5-1-3 Are there potential climate risks to major assets within the project area? *(e.g. Bridge potentially at risk of SLR inundation, stretch of highway at risk for high temp, and wildfire- consider appropriate materials)*	☐ **Yes** ☒ **No**	*Describe.*
5-1-4 Is the project located in the Coastal Zone Boundary, Local Coastal Program Area (https://www.coastal.ca.gov/maps/), or within the San Francisco Bay Conservation and Development Commission (BCDC)? https://bcdc.ca.gov/bcdc-cities-jurisdiction.html.	☐ **Yes** ☒ **No**	*Describe.*

Section 6: Smart Mobility, Active Transportation and Transit

6-1 APPLICABILITY OF CHECKLIST *(REQUIRED)*	
6-1-1 Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? *(i.e. project including freeway mainline and ramp work where the project freeway segment legally prohibits bicyclists and pedestrians per the MUTCD.)* **If no, continue, if yes, you may stop here.**	☐ **Yes** ☒ **No**
6-1-2 Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and construction will not affect future pedestrian and bicycle facilities? *(i.e. culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.)* **If no, continue, if yes, you may stop here.**	☐ **Yes** ☒ **No**

6-2 PLACE TYPES *(OPTIONAL from here on)*	**Comment/Action**	
6-2-1 Identify the Smart Mobility Framework Place Type(s) surrounding the project limits.	☐ **Central Cities** ☐ **Urban Communities** ☒ **Suburban Communities**	☐ **Rural Areas** ☐ **Protected Lands and Special Use Areas**
6-2-2 Are there any -existing or proposed- Pedestrian/ Bicyclist/ Passenger Rail/Transit Trip Generators in or adjacent to the project area?	☒ **Schools** ☒ **Town Centers** ☒ **Shopping Centers** ☒ **Bus Stops**	☐ **Large Employment Businesses** ☐ **Shared-use trail access/parking.** ☐ **Public Transit /Passenger Rail Facilities** ☐ **Health/Medical Facilities** ☐ **Other**

6-2-3 *Check all that apply:*
☒ **the highway segment functions as a "Main Street" or a "Safe Route to School"**
☒ **the project provides unique or primary access into or out of any of the trip generators or between communities**
☒ **the project provides unique or primary access across a river, highway corridor or other natural and/or man-made barrier**

6-2-4 Summary of place type related considerations (see Smart Mobility Framework Guide)
Add text describing place type considerations.
The Project area is most in relation to a suburban community. Transportation project priorities for these communities that are related to the Project include complete street facility treatments near schools and access management.

6-3 BICYCLE, PEDESTRIAN, RAIL AND TRANSIT CONDITIONS	**Comment/Action**	
6-3-1 Identify existing bicycle and pedestrian facilities within project limits.	☐ Bicycle/Pedestrian Accessibility ☒ Bicycle Lane Choose an item. ☐ Backpacking/Hiking/Equestrian Trail ☒ Shoulder ☐ Sidewalks ☐ Other:	☐ Curb Ramps ☐ California Coastal Trail ☐ Signage ☐ Green Striping ☐ Bike Boxes ☐ Two-Stage Turn Boxes
6-3-2 Identify physical and/or perceived impediments for bicyclists and pedestrians.	☒ Narrow Shoulders ☐ Narrow Sidewalks ☒ Connectivity Gaps ☒ Curbs and Gutters	☐ Utility Boxes ☐ High Vehicle Speeds ☐ AADT ☐ Other:
6-3-3 Are there any complete streets assets including Bikeways (Class I – IV), Sidewalk, and Crosswalk, in Fair or Poor condition, in the project area?	☒ Yes ☐ No	Describe. Class II bike lanes.
6-3-4 Design Year ADT	☐<2,500 ☐2,500-5,000 ☐5,000-10,000 ☒>10,000	
6-3-5 Posted Speed	☐15-20 ☒25-30 ☐35-40 ☐>45	
6-3-6 Level of Traffic Stress (LTS)	Bicycle LTS: Not available. Pedestrian LTS: Not available.	
6-3-7 Identify existing Rail and transit facilities within the project vicinity/ corridor.	☐ Rail and Transit Stops ☐ Active Rail/Transit Line ☐ Park and Ride Lot ☐ Connections to other services ☐ Signal Priority ☐ Seamless Transfer Opportunities ☒ Other: Bus stops	

6-4 BICYCLE, PEDESTRIAN &TRANSIT NEEDS/OPPORTUNITIES	**Comment/Action**	
6-4-1 Are there opportunities to improve safety for bicyclists and pedestrians with Complete Street features?	☒ Yes ☐ No	*Describe.* Due to the narrow existing configuration and the Right of Way constraints, additional complete street features outside of what is currently being proposed are not feasible.

6-4-2 Identify any pedestrian, bicycle or transit needs in/linking to the project area as identified in an existing Bicycle/Pedestrian Plan or comprehensive planning study for the corridor.	**The 2021 District 4 Pedestrian Plan identified Tier 1 highway segment needs for pedestrian facilities along Highway 12 and within the Project limits. The 2010 Springs Community Based Transportation Plan identified the sidewalk gap between Verano Ave and Donald Street as an area with transportation needs. The Project will aim to address these needs by constructing new pedestrian facilities within the Project limits.**	
6-4-3 Is there a public/partner identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	**☐ Yes ☒ No**	Click or tap here to enter text.
6-4-4 Provide recommendations to address physical and/or perceived impediments for bicyclists and pedestrians (identified in 6-3-2) within project limits".	**☐ Yes ☐ No**	**Construct dedicated facilities for bicycles and pedestrians separate from the roadway**
6-4-5 Is there any opportunity to improve transit on state owned roads or improve access to transit?	**☐ Yes ☒ No**	Click or tap here to enter text.
6-4-6 Preferred Bikeway Facilities	**☐ Class I ☒ Class II ☐ Class III ☒ Class IV ☐ Standard Shoulder or Shared Lane**	

Section 7: Environmental Linkage Considerations (OPTIONAL)

7-1 AIR QUALITY, WILDLIFE, AND NATURAL HABITAT CONSIDERATIONS		
7-1-1 Check all that apply: **☐ Air Quality – proposed project is located in a Federal non-attainment or attainment maintenance area** **☐ Project is within identified Wildlife Corridors in a Habitat Conservation Plan, South Coast Wildlife Linkage or California Essential Habitat Connectivity Plan.** **☐ Proposed project is located within or near any lands protected under a National Scenic Rivers Act, US Fish and Wildlife Services such as Critical Habitat, National Wildlife Refuge System, etc., or within the boundaries of other resource agencies such as HCPs, USFS or BLM designated critical habitat areas or Habitat Conservation Plans**		
7-1-2 Are any of the following Officially Designated Habitat Types located within or near the proposed Project Location? **☐ Wetlands** **☐ Riparian or Stream Habitats** **☐ Jurisdictional Waters** **☐ Important Bird Areas** **☐ Important Rare Plants Areas** **☐ Natural Communities of Conservation Concern** **☐ Environmentally Sensitive Habitat Areas**	***If so, describe here:***	
7-1-3 Is there an identified fish passage barrier(s)? www.cafishpac.org	**☐ Yes ☐ No**	***Describe.***
7-2 ADVANCE BIOLOGICAL MITIGATION OPPORTUNITIES	**Comment/Action**	

7-2-1 Identify Potential Environmental Mitigation Opportunities for the project:	***Describe.***
☐ **Mitigation bank within the project limits with available credits to purchase**	
☐ **Mitigation Fees from existing Habitat Conservation Plan**	
☐ **Projects timeline allows participation in the Advance Mitigation Program**	
☐ **Any opportunities available within the project limits to offset project impacts**	

Section 8: System Planning (OPTIONAL)

8-1 ROUTE DESIGNATIONS			
8-1-1 Freeway and Expressway	Choose an item.	8-1-8 Scenic Highway	Choose an item.
8-1-2- National Highway System	Choose an item.	8-1-9 National Highway Freight Network	
8-1-3 Federal Functional Classification		8-1-10 Critical Urban Freight Corridor	
8-1-4 Strategic Highway Network	Choose an item.	8-1-11 Critical Rural Freight Corridor	
8-1-5 Strategic Interregional Corridor		8-1-12 NHS and STAA Route Classification	
8-1-6 Interregional Road System	Choose an item.	8-1-13 Truck Network Designation	
8-1-7 Priority Interregional Facility		8-1-14 Other	

8-2 FACILITY TYPE	
8-2-1 Current	
8-2-2 Concept	
8-2-3 Ultimate	

Section 9: Local Development Review (OPTIONAL)

9-1 LOCAL DEVELOPMENTS IMPACTING PROJECT	
Project Title: *Add Title* **Project Location:** *Lat/Long or Street address/ County-Route-PM and APN(s)* **GTS link:** *Add Link*	**Encroachment Permit Required ☐**
9-1-1 Project Description:	
9-1-2 Distance to Caltrans Project:	
9-1-3 Summary of Mitigation Measures:	

9-1-4 Mitigation Funding Source(s)	**9-1-5 Amount of Available Funding**	**9-1-6 Summary of Caltrans Concerns:**

Section 10: Broadband Considerations (OPTIONAL)

10-1 BROADBAND OPPORTUNITIES (CPUC Map, BMMN Map, Caltrans-owned Broadband Map)	
10-1-1 Is there existing broadband infrastructure (fiberoptic cable) available for Caltrans use within the project location?	**☐ Yes ☐ No ☐ Unknown (Defer to PID)**
10-1-2 If 'Yes', who owns the broadband infrastructure?	**☐ Caltrans ☐ BMMN ☐ ISP ☐ Other**
10-1-3 If 'No', is there an opportunity for Caltrans to install broadband infrastructure as part of this project?	**☐ Yes ☐ No ☐ Unknown (Defer to PID)**

Section 11: Freight Considerations (OPTIONAL)

11-1 FREIGHT OPPORTUNITIES AND CONSIDERATIONS		
11-1-1 Are there any known unauthorized truck parking issues or deficiencies along the route?	**☐ Yes ☐ No**	*Describe.*
11-1-2 Are there any existing or planned restrictions/limitations pertaining to truck weight or height?	**☐ Yes ☐ No**	*Describe.*
11-1-3 Identify truck usage impacts within the project area: **☐ Truck Bottleneck/Congestion** **☐ Shoulder Width** **☐ Distressed Pavement** **☐ Shoulder Dust Issues** **☐ Truck Geometric Constraints** *(Truck/Weight/Height restrictions)* **☐ Bridge Conditions**	*Add text if needed.*	
11-1-4 Check if apply: **☐ The project area contains Intermodal connections to other freight facilities (sea ports, rail, airport)** **☐ Freight key services along route** *(e.g. agriculture (crops, processing, packing))*	*Add text if needed.*	
11-1-5 Are there any opportunities for Truck Parking, based on SRRA Master Plan or any relevant truck parking studies?	**☐ Yes ☐ No**	*Describe.*
11-1-6 Identify opportunities for zero emission fueling (electric charging, hydrogen) for vehicles including trucks.	**☐ Yes ☐ No**	*Describe.*

SEGMENT MAP/PICTURES (OPTIONAL)

Table 1: Project-Level Measures to Reduce GHG Emissions Related to Construction Activities

Note: All projects must incorporate measures to reduce GHG emissions related to construction activities.

Considered/ Included	Description
☒	Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).
☒	Schedule truck trips outside of peak morning and evening commute hours.
☒	Schedule longer-duration lane closures to reduce number of equipment mobilization efforts. (Combine with public information efforts for congested areas.)
☒	For improved fuel efficiency from construction equipment: • Maintain equipment in proper tune and working condition • Use right sized equipment for the job • Use equipment with new technologies
☒	Use alternative fuels such as renewable diesel for construction equipment.
☒	Use solar-powered construction equipment.
☒	Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities. https://www.sustainablehighways.org/764/178/earthwork-balance.html
☒	Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction. https://www.sustainablehighways.org/122/project-development.html
☒	Use accelerated bridge construction (ABC) method. (Reduces construction windows, uses more precast elements that in turn reduce need for additional falsework, forms, bracing, etc.).
☒	Salvage rebar from demolished concrete and process waste to create usable fill.
☒	Maximize use of recycled materials (tire rubber for example).
☒	Salvage large removed trees for lumber or similar on-site beneficial uses other than standard wood-chipping. (Use in roadside landscape projects or green infrastructure components for example)
☒	Recycle existing project features on-site. (For example, MBGR, light standards, Sub-base Granular Material or native material that meets Caltrans specifications for incorporation into new work.)
☒	Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs).
☒	Use recycled water or reduce consumption of potable water for construction.

Considered/ Included	Description
☒	Salvage or move buildings instead of demolishing. https://www.sustainablehighways.org/764/177/recycle-materials.html
☒	Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
☒	Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions. (For example, areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures) https://www.sustainablehighways.org/764/179/long-life-pavement.html
☒	Use permeable pavements to reduce "urban heat islands." The void structure of pervious concrete acts as insulation and prevents the pavement from storing heat that would otherwise raise air temperatures (resulting in a greater use of air conditioning in nearby buildings). http://blog.nwf.org/2009/12/permeable-concrete-reduces-emissions
☒	Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials. https://www.dot.ny.gov/programs/climate-change/activities
☒	Produce HMA using warm mix technology. https://www.fhwa.dot.gov/pavement/asphalt/wma.cfm
☒	Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.

Table 2: Project-Level Measures to Reduce Operational GHG Emissions (emissions generated by use of the state highway system)

Considered/ Included	Description
☒	Measures to reduce Vehicle Miles Travelled (VMT).
☒	Measures listed in the applicable EIR prepared for the RTP/SCS that have been identified to reduce GHG emissions or to reduce VMT.
☒	Measures to improve energy efficiency.
☒	Use water-efficient technologies for landscaping, building operations, etc. such as drought-tolerant landscaping, drip irrigation with moisture sensors, and water-saving fixtures such as low-flow toilets in structures.
☒	Complete Streets components that make non-auto modes of transportation more attractive.
☒	Measures to support multi modal transportation that will offset project climate impacts: additional Park & Ride lots, bike lockers, bus-only lanes.
☒	Install solar power source to supply power to highway facility components or buildings.
☒	Maximize use of solar cells for point-of-use energy source. Give consideration to compatibility with existing structures.
☒	Installation of zero-emission vehicle (ZEV) infrastructure (e.g., electric vehicle charging stations).
☒	Select project features that minimize the need for irrigation and nonnative plants.
☒	Install urban planting/vegetation, especially canopy trees, to reduce “heat island” effects.
☒	Include project features that maximize planting of native tree species.
☒	Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.
☒	Avoid an ultimate (new trees at projected maturity) net loss of tree canopy within the project limits through a combination of preservation and new planting. Trees sequester carbon and provide cooling shade. • Replace removed trees at a minimum 1 to 1 ratio. • If overall available planting area has been reduced, compensate for trees lost with trees either nearby or off-site.
☒	Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.
☒	Include mulch application around new and existing plants to retain soil moisture.

Considered/ Included	Description
☒	Include green infrastructure (planted areas such as swales and sidewalk planting areas) to treat storm water and facilitate infiltration on-site. Green infrastructure uses less raw material as compared to "gray" storm water treatment facilities (concrete, steel, plastic etc.), and has other livability and sustainability co-benefits. Local infiltration also reduces energy costs related to conveying and treating storm water through municipal systems.
☒	Select the project alternative that minimizes disturbance of undeveloped land.
☒	Design and install long-life pavement structures to minimize life-cycle costs. Consider future climate conditions in decisions. (E.g., areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures.)
☒	Incorporation of permeable pavements to reduce urban heat islands. The void structure of pervious concrete acts as insulation and prevents the pavement from storing heat that would otherwise raise air temperatures (resulting in a greater use of air conditioning in nearby buildings).
☒	Alternatives with balanced earthwork are desirable; reduces import/export of fill. Design goal of a balanced projected within 10%.
☒	Alternatives that match existing grade as much as possible are preferred; reduces earthwork.
☒	Balance alternatives against competing environmental constraints. (For example, a longer alignment may have a reduced overall impact on biological resources but increase VMT and GHG emissions.)
☒	Conduct workshops/advertising to promote use of mass transportation and carpooling.
☒	Conduct webinars or workshops with the public to improve awareness of inefficient driving habits and how to reduce individual climate change impacts.
☒	Incorporate infrastructure electrification into project design (e.g., electric vehicle charging; charging for electric bikes).
☒	Implement intelligent transportation systems and TDM elements to smooth traffic flow and increase system efficiency.

Considered/ Included	Description
☒	Implement Arterial Traffic Management Strategies: • Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. • Signal Synchronization: ○ Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. • Coordinate controlled intersections so that traffic moves more efficiently through congested areas. • Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar energy-efficient technology. Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.

Table 3: Project-Level Measures for Adaptation to Sea-Level Rise, Precipitation and Flooding, Wildfire, and Temperature Changes, and other climate change effects

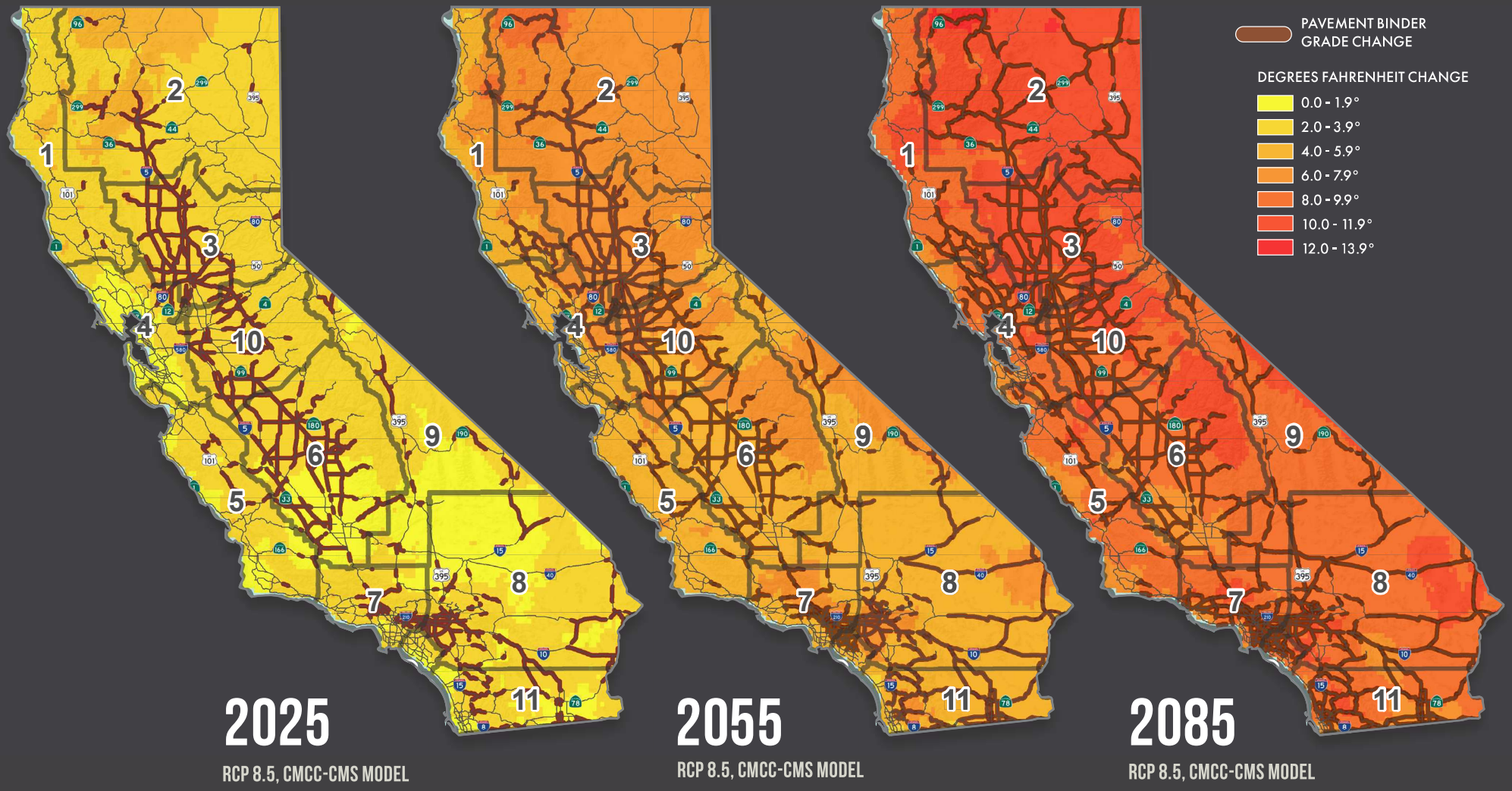
Note: measures denoted with a * may not be applicable in the coastal zone. Consult with district coastal liaison.

Considered/ Included	Description
☒	Establish setbacks/buffers from areas identified as vulnerable to climate stressors (Wildfire, Sea-level Rise, etc.)
☒	Raise elevation
☒	Elevate mechanical/electrical equipment
☒	Retreat/Relocate
☒	Build/raise levee (engineered flood protection) *
☒	Construct floodwall (engineered flood protection) *
☒	Create berm
☒	Increase maintenance at flooding hotspots
☒	Use corrosion-resistant materials
☒	Retrofit/make waterproof
☒	Construct low-water crossings
☒	Create/restore/enhance wetlands
☒	Beach nourishment
☒	Improve drainage
☒	Construct shoreline armoring (engineered shore protection) *
☒	Build causeway
☒	Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.
☒	Include measures outlined in regional or local climate adaptation plans. For example: **Sacramento Region Transportation Climate Adaptation Plan (SACOG CAP)** http://www.sacog.org/sites/main/files/file-attachments/fullplanwithappendices.pdf
☒	Specify thermal zinc spray coating for steel corrosion retrofits in existing or newly identified splash zones (more viable retrofit option).
☒	Flooding: To minimize damage from the various chemical reactions …, constituent materials should be appropriately selected for the local conditions and projected exposure to increased temperatures and moisture.[5] (SACOG CAP, Appendix B, Flooding) (5 Willway et al. 2008. The effects of climate change on highway pavements and how to minimize them: Technical report.)

Considered/ Included	Description
☒	Green Infrastructure: wetlands restoration in coastal zone to mitigate storm surge exacerbated by SLR. Fund as a mitigation measure.
☒	Improve drainage systems to adapt to localized flooding risks.
☒	Stabilize slopes to lower chances of landslide on slopes at-risk from more frequent or intense wildfire and precipitation. (SACOG CAP, App. C)
☒	Permeable Pavement: Improve flow control and quality of storm water runoff through use of permeable pavement technologies. https://www.sustainablehighways.org/122/project-development.html (also see information in the INVEST tools ratings system for Materials, C38, Permeable pavements also reduce "urban heat islands")

FIGURE 1

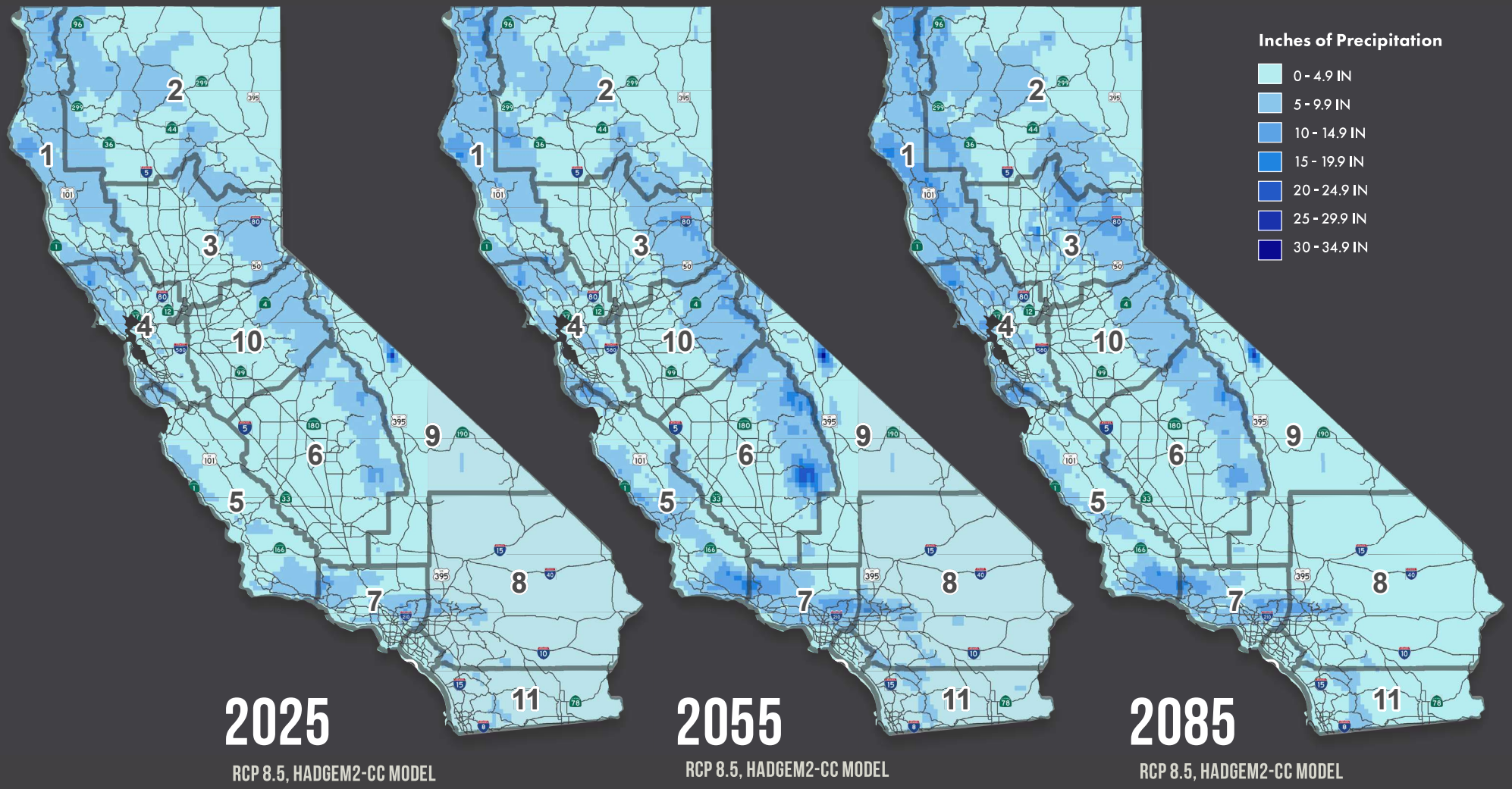
INCREASE IN THE AVERAGE MAXIMUM TEMPERATURE OVER SEVEN CONSECUTIVE DAYS



Maps represent the change in the average maximum temperature over seven consecutive days for RCP 8.5 and the approximate median model (CMCC-CMS) as calculated across the state using the area weighted mean. Original temperature data is from Cal-Adapt and was downscaled by the Scripps Institution of Oceanography using the Localized Constructed Analogs (LOCA) technique. Exposed sections of the state highway network are where binder grades need to change from current practice based on projected temperature data for that time period. This data was provided under RCPs 4.5 and 8.5, for current conditions (1975-2004) and three future horizons represented by the years 2025, 2055, and 2085, and for ten climate models. Feature classes are arranged by future horizon year and RCP, with fields for binder grade recommendations from each of the ten GCMs.

FIGURE 2

MAXIMUM DAILY 100-YEAR STORM PRECIPITATION DEPTH



Maps represent the maximum 100-year return period 24 hour precipitation depth for the historical time period 1975-2004, and the three future time periods (early century (2010-2039), mid-century (2040-2069), and late century (2070-2099). The maps apply the approximate median model (HadGEM2-CC) as calculated across the state using the area weighted mean and the RCP 8.5 scenario. The cell value indicates the 100-year return period daily precipitation depth in inches at that location. Original precipitation data is from Cal-Adapt and was downscaled by the Scripps Institution of Oceanography using the LOCA technique. There are methodological challenges associated with using downscaled GCM projections to derive changes in future extreme precipitation events. Results should be compared across multiple models to make informed decisions that account for this uncertainty.

Attachment F:
Conceptual Cost Estimate – Right of Way Component

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY

A RIGHT OF WAY DATA SHEET WILL NEED TO BE COMPLETED FOR SUBSEQUENT PHASES*

To: Caltrans Right of Way Local Programs
(*REQUESTING DIVISION*)

Michael O' Callaghan
(NAME OF REQUESTOR)

Date: 12/12/2024

Dist-Co-Rte-PM: 04- SON – 12 – PM 35.7/35.8
Project ID/EA: 0424000064
Alternative #: N/A

From: Amir Abdollahi
RIGHT OF WAY
(*Estimator*)

Jaggi Bhandal
RIGHT OF WAY
(*Estimating Senior*)

The Conceptual Cost Estimate Request was received for the above-referenced project on N/A with a requested completion date of N/A.

Scope of the Right of Way
Description of Required Right of Way: The Project will not require acquisition of Right of Way. Temporary construction easements will be required to construct the Project's improvements. Major utility relocations are not anticipated based on the current project improvements. Utility work is anticipated to include at-grade adjustments, hydrant relocation, and an electrical box relocation.

Right of Way Required: ☒ Yes ☐ No
Number of Total Parcels: ☒ 1-10 ☐ 11-25 ☐ 26-50 ☐ 51-100 ☐ >100

Right of Way Requirements

Number of Fee Parcels: 0
Total Fee Area: 0
Number of Permanent Easements: 0
Total Permanent Easement Area: 0
Number of Temporary Easements: 1
Total Temporary Easement Area: 1
Length of Term Required for Temporary Easements: 18 months
Number of Excess Parcels/Other: None

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY (Cont.)

USA Lands:	☐ Yes	☒ No	☐ Unknown	
BIA Lands:	☐ Yes	☒ No	☐ Unknown	
Displaced Persons/Businesses:	☐ Yes	☒ No	☐ Unknown	Number of Displaces_____
Demolition/Clearance Required:	☐ Yes	☒ No	☐ Unknown	Number of Demos_____
Railroad Involvement:	☐ Yes	☒ No	☐ Unknown	
C&M Agreement Needed:	☐ Yes	☒ No	☐ Unknown	
Utility Involvement:	☒ Yes	☐ No	☐ Unknown	Number of Utilities in Area: 5
UT Relocations Anticipated:	☒ Yes	☐ No	☐ Unknown	
Potholing Needed:	☐ Yes	☐ No	☒ Unknown	
Project Public Meetings:	☐ Yes	☒ No	☐ Unknown	Number of Meetings_____
Permits To Enter ENV/ENG:	☐ Yes	☒ No	☐ Unknown	Number of Permits_____
Environmental Mitigation:	☒ Yes	☐ No	☐ Unknown	Type_____
Outdoor Advertising Signs:	☐ Yes	☒ No	☐ Unknown	Number of Signs_____

Cost Estimates

Estimate reflects Right of Way only and does not include any capital costs for Right of Way Engineering/Land Surveys.

Capital Costs - Phase 9

- ☒ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Capital Costs – Phase 4

- ☒ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Phase 9 - Recommended R/W Capital Cost for Programming:

$ 0

Phase 4 - Recommended R/W Capital Cost for Programming:

$ 0

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY (Cont.)

Estimate reflects Right of Way only and does not include any support costs for Right of Way Engineering/Land Surveys.

Phase 0 Support Costs (PA&ED)
Tasks: 100.10, 160.10, 160.30, 165.10, 170.10, 170.15, 170.25, 175.10, 180.05, 180.10

$500,000

Phase 1 Support Costs (PS&E)
Tasks: 100.15, 185.05, 185.20, 185.25, 205.10, 205.15, 205.25, 235.05, 235.10, 255

- ☒ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Phase 2 Support Costs (RW)
Tasks: 100.25, 195.40, 195.45, 200.15, 200.20, 200.25, 200.30, 225.50, 225.60, 225.65, 225.70, 225.75, 225.80, 245.50, 245.60, 245.65, 245.70, 245.75, 245.80

- ☐ $0-$100,000
- ☐ $100,001-$250,000
- ☒ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Phase 3 Support Costs (CON)
Tasks: 270.25, 285

- ☒ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Schedule
Right of Way will require a minimum of 6 months to deliver a Right of Way Certification once final right of way requirements and mapping have been received, necessary environmental clearances have been obtained, and required freeway agreements have been approved. This schedule is based on a Right of Way Certification #1 with an anticipated cert date of 03/2027.

Areas of Concern
Potential areas of concern are noted below:

There are no areas of concern. Right of way acquisition will not be required given the proposed project improvements will be constructed entirely within public right of way. Major utility relocations are not anticipated based on the proposed improvements, but at-grade utility adjustments and hydrant relocations will be required.

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY (Cont.)

Assumptions and Limiting Conditions
This estimate is based on the following assumptions and limiting conditions and documented project risks:

The Scope of the Right of Way analysis includes applicable:

- Acquisition Costs (including any Excess Lands, Damages, Mitigation, etc.)
- Utility Relocation
- Railroad Involvement
- Relocation Assistance
- Clearance/Demolition
- Permits
- Title and Escrow Fees
- Construction Contract Work

Capital Costs are based on eminent domain estimating and appraisal methodologies and current market information. Support Costs are based on district workload estimating tools and historical data from previous similar projects.

Escalation and Contingency Rates were applied based on the proposed project schedule and previous district experience to account for changes in market conditions and other unanticipated project-related costs.

Check as applicable:

☒ A field review was not performed as part of this estimate.

☐ Mapping received did not provide sufficient detail to determine the limits of the right of way requirements and/or to determine damages to the remainder parcels impacted by the project.

☐ Additional right of way requirements may be anticipated but are not defined due to the preliminary nature of the early design requirements.

☐ We have determined that there are no right of way functional involvements in the proposed project at this time as currently designed.

☒ Utility lead time begins after PA&ED is met and we have received conflict maps.

☐ Right of Way certification is at risk. The current schedule does not provide Right of Way with sufficient lead time.

Contact
For further information regarding this estimate, please contact person below:

Title: *Amir Abdollahi, Project Manager*
Phone Number: *925.396.7731*

Attachment G:
Risk Register

LEVEL 3 - RISK REGISTER	Project Name:	Donald Gap Pedestrian Improvements	DIST- EA	04-0X210	Project Manager	Janice Thompson: Sonoma County Public Infrastruture Jaggi Bhandal: BKF Engineers

Risk Identification						Cost Impact ($)				Time Impact (days)				Rationale	Risk Response			
Status	ID #	Category	Title	Risk Statement	Current status/assumptions	Low	High	Low	Most likely	High	Probable	Low	Most likely	High	Probable		Strategy	Response Actions	Risk Owner	Updated
Active	1	Design	Liquefaction	As a result of liquefaction poten the project site, liquefaction ma which would impact the project and could significantly increase cost during construction.	The Preliminary Environmental Analysis Report prepared for the Project identified the site to have a liquefaction. The soils within and along Agua Caliente Creek in particular have a very high susceptibility to liquefaction.	20	30	$ 150,000	$ 200,000	$ 300,000	$ 54,000	30	55	80	14	Geotechnical investigations PA&ED phase. If the geotechnical investigations determine that the site has additional cost.	Mitigate	Reassess risk as soon as Preliminary Geotechnical Report and Structural Preliminary Geotechnical Report are completed during PA&ED. If soil is determined to be liquefiable, design the foundation such that it is resistant to the effects of liquefaction.	Design PE	1/31/2025
Active	2	Design	Unforeseen Utilities	As a result of inaccurate or inc utility information provided during design, unexpected undergroun may be encountered during construction, which would lead of the design for relocation or protections of such utilities that would result in additional project costs and schedule delays.	Existing utilities have been mapped based on available record drawings and locations of utilities have been verified through field survey.	30	60	$ 30,000	$ 50,000	$ 70,000	$ 23,000	30	15	60	16	The probability of encountering unforeseen the project.	Mitigate	utility owners if there are any indications that the record drawings provided are inaccurate or outdated. Pothole critical utilities early in the design process to	Design PE	1/31/2025
Active	3	Design	Utility Relocation Coordination	As a result of PG&E's current f situation, delays on utility relocation coordination may occur, which would lead to delays on the overall project delivery schedule.	and coordination efforts will be in place to avoid delays.	50	100	$ 100,000	$ 150,000	$ 200,000	$ 113,000	90	105	120	79	(e.g. vaults and boxes) is that PG&E filed voluntary the U.S. Bankruptcy Code. Due to PG&E's current for utility relocations could months.	Mitigate	efforts with PG&E as soon as possible.	Design PE	1/31/2025
Active	4	Design	Reduction in Existing Bridge Rating Factor (RF)	The existing Agua Caliente Cre has been measured to have a R less than 1.0 based on the Bridge Inspection Report dated 2022. the RF value should be 1.0 or h be considered safe for unrestriced indefinite use. Addition of concrete median on the existing bridge is expected to reduce the RF valu further to levels possibly unacc by Caltrans standards.	Department has been initiated to notify Caltrans of potential impacts. Possible solutions to minimize the discussion within the design team.	60	100	$ 75,000	$ 150,000	$ 250,000	$ 127,000	30	60	120	56	If deemed unacceptable, redesign would be required and could lead to delays in project schedule.	Mitigate	solutions that have been indentified.	Design PE	1/31/2025
Active	5	Design	Design Standard Revisions	As a result of constant revisions to standard requirements, updates to design standard requirements implemented during the project development phases, which wo to redesigns and additional dela project approval timeline.	Final geometric design will be latest County and Caltrans design standards.	10	30	$ 5,000	$ 10,000	$ 15,000	$ 2,000	15	30	45	6	requirements are not anticipated; however, last project RTL and increase project costs.	Avoid	regulatory agencies having permitting the project RTL. Work with project the project.	Design PE	1/31/2025
Active	6	Design	Geometric Design/Design Exceptions Not Approved	As a result of the need for Caltrans (due to proposed shoulder widths), disagreement and/or rejection of the and schedule impacts.	Review of the project geometry parallel with the PID documents.	10	20	$ 5,000	$ 12,500	$ 20,000	$ 2,000	15	23	30	3	Significant changes to the proposed geometry could geometry would require delays.	Mitigate	Prepare clear documentation for design	Design PE	1/31/2025
Active	7	Design	Differing Site Conditions	As a result of having no geotechnical studies being peformed during geotechnical survey information is available, leading to design project costs.	available information on site conditions. Is is currently assumed that the available information is accurate.	30	60	$ 90,000	$ 180,000	$ 270,000	$ 81,000	30	55	80	25	make design modifications.	Avoid	Perform geotechnical investigations.	Design PE	1/31/2025
Active	8	Design	Impact to Structure	As a result of having no hydrologic/hydraulic studies being peformed during conceptual planning. unknown.	which includes a 2004 Hydrolofic/Hydraulic Study by Sonoma County Dept. of Public Works. The report identified active the best solution.	50	80	$ 90,000	$ 180,000	$ 270,000	$ 117,000	60	55	90	44	A hydraulic studyy will be intended to resolve erosion the Hydrologic/Hydrology scour impact at the CIDH supported cantilever slab area.	Mitigate	Conduct hydraulic study during PA&ED phase.	Design PE	6/17/2025

LEVEL 3 - RISK REGISTER	Project Name:	Donald Gap Pedestrian Improvements	DIST- EA	04-0X210	Project Manager	Janice Thompson: Sonoma County Public Infrastruture Jaggi Bhandal: BKF Engineers

Risk Identification						Risk Assessment										Risk Response			
						Cost Impact ($)						Time Impact (days)							
Status	ID #	Category	Title	Risk Statement	Current status/assumptions	Low	High	Low	Most likely	High	Probable	Low	Most likely	High	Probable	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	9	Environmental	Unexpected soil disturbances or change to embankment stability of Agua Caliente Creek slope	Potential top of bank encroachm Agua Caliente creek by large construction equipment, resulting in changes or disturbance of slope soil, leading to an increase in project scheudle may occur.	may disturb soil and/or if measures soil.	10	30	$ 30,000	$ 60,000	$ 90,000	$ 12,000	15	30	45	6	to identify necessary equipment and avoid the potential of slope failure.	Avoid	Monitor design changes and perform for temporary structures to minimize or avoid disturbance of slope soil.	Design PE	1/31/2025
Active	10	Environmental	Tree Removal	Tree removoval may require replacement planting with temporary irrigation, multiple years of plant establishment work (PEW) and monitoring resulting in increase costs. A follow-up Maintain Existing Planted Area (MEPA) project m to be required to provide PEW longer than 1 year.	PA&ED and PS&E.	50	100	$ 800,000	$ 1,000,000	$ 1,200,000	$ 750,000	365	550	730	411	Perform additional studies determine tree impacts in PA&ED phase.	Mitigate	Project impacts to existing trees and vegetation will be further studied and investigated during the PA&ED phase.	Design PE	1/31/2025
Active	11	Environmental	Bird Nesting Season	As a result of the removal of several trees east of Highway 12, disco birds' nesting may occur, which lead to project schedule delays to mitigate/avoid impacts during bird nesting season.	Discovery of nesting birds is not expected within the Project site. mitigate/avoid impacts to nesting season. If discovered during will be accounted for in the Project delivery schedule.	50	80	$ 50,000	$ 75,000	$ 100,000	$ 49,000	40	100	160	65	will take to remove trees impacted by the proposed trees in accordance with Caltrans Tree Replacement	Mitigate	Coordinate removal of existing trees and vegetation prior to bird nesting season. to perform a pre-construction survey to determine methodologies to avoid disturbing nests if found.	Construction RE	1/31/2025
Active	12	Environmental	Environmental Report	As a result of environmental impacts, potential lawsuits may challenge the environmental report, which wo to a delay in construction and p loss of funding.	minimal challenge to the environmental report.	20	40	$ 10,000	$ 20,000	$ 30,000	$ 6,000	15	30	45	9	There is a possibility that groups, local citizens and government bodies to all or part of the environmental report may occur, which would impact the project schedule and cost.	Mitigate	Address concerns of stakeholders and public as early as possible during the environmental process.	County of Sonoma/ Design PE/ Planner	1/31/2025
Active	13	Environmental	Paleontological and Cultural Resources Discovery	As a result of undocumented c the discovery of paleontological and cultural resources during construction may occur, which could lead to the project and additional costs.	Per the Preliminary Environmental Analysis Report prepared for the Project, it is assumed that the are not expected to contrain paleontological resources.	40	80	$ 200,000	$ 450,000	$ 700,000	$ 270,000	60	90	120	54	finds and the ability to work around impacted areas, paleontological and cultural artifacts could delay the project significantly and increase costs.	Mitigate	If the review of all available information identifies potential impacts to significant paleontological resources, avoidance to reduce impacts to paleontological resources.	Planner	1/31/2025
Active	14	Environmental	Permit Delay	may not be issued as quickly as delay and additional costs.	Projects assumes the following required and obtained in a timely manner: Water Discharge from the California Department of Fish and Wildlife.	30	60	$ 80,000	$ 160,000	$ 240,000	$ 72,000	40	70	100	32	Outside agencies may take longer than anticipated to approve permits.	Mitigate	Perform early consultation with resource agencies to avoid delay.	Planner	1/31/2025
Active	15	Environmental	Creek Diversion/Detention Revision	(TCDS) and possibly fish-friendly result in additional costs.	bridge improvements. Work within Waters of the US is only allowed phase, if applicable.	40	80	$ 200,000	$ 450,000	$ 700,000	$ 270,000	60	90	120	54	will be required for the pedestrian bridge to occur in the allowable season. If TCDS and fish this would incur additional cost.	Mitigate	Identify and confirm creek diversion requirements early in the environmental appropriate seasons.	Design PE	1/31/2025

LEVEL 3 - RISK REGISTER	Project Name:	Donald Gap Pedestrian Improvements	DIST- EA	04-0X210	Project Manager	Janice Thompson: Sonoma County Public Infrastruture Jaggi Bhandal: BKF Engineers

Risk Identification						Risk Assessment													
								Cost Impact ($)				Time Impact (days)							
Status	ID #	Category	Title	Risk Statement	Current status/assumptions	Low	High	Low	Most likely	High	Probable	Low	Most likely	High	Probable	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	16	Environmental	Hazardous Waste	As a result of unanticipated sub contamination, excavation operations uncovering new or additional contaminated materials (ADL, ground water, naturally occurring asbestos, etc.) may occur, which would lead to increased project costs.	Per the Preliminary Environmental Analysis Report prepared for the project site. However, the shallow soils in the Project site could contain elevated used Highway 12 during the era of traffic striping and yellow thermoplastic traffic striping and pavement markings could also contain hazardous-waste levels of lead and chromium.	30	60	$ 500,000	$ 800,000	$ 7,500,000	$ 1,320,000	40	80	120	36	An Initial Site Assessment the presence of hazardous waste in the project area to hazardous material removal and disposal.	Avoid	Prepare an ISA that includes a review of the physical setting, historical land use information, and regulatory agency records. Standard specification and ISA to document proper protocols to hazardous materials during Project construction.	Planner	1/31/2025
Active	17	PM	Maintenance Agreements	The pedestrian bridge will be located within the Caltrans Right of Wa result, a maintenance agreeme required with both Sonoma Cou Caltrans which could lead to ex negotiations and potential delay in the project scheudle.	with Caltrans and discuss the need County and Caltrans will concur on the terms and conditions of the maintenance agreements.	10	30	$ 1,000	$ 4,000	$ 8,000	$ 1,000	25	85	145	17	The Project team has identified a need for a Maintenance Agreement between the County and Caltrans. Cost impacts are expected to be low. extensive and could take upwards of 6 to 8 months.	Mitigate	Begin coordination with Caltrans and County as early as possible to reach a consensus on the conditions of the maintenance agreement.	Project Manager	1/31/2025
Active	18	ROW	Temporary Construction Easements (TCE)	Additional TCE for equipment and construction staging may be de to be required during project development, resulting in additi	acquire the necessary TCE for	50	100	$ 50,000	$ 200,000	$ 500,000	$ 188,000	30	75	90	49	and identify TCE needs throughout PA&ED and PS&E.	Mitigate	Project will being coordination with R/W TCE requirements.	Design PE	1/31/2025
Active	19	ROW	Right of Way Constraints	Tree replacement planting may be limited due to Right of Way con within the project limits.	It is assumed that the project will comply with planting mitigation measures as feasbile.	50	100	$ 50,000	$ 200,000	$ 400,000	$ 163,000	180	365	550	274	Required mitigation for tree removal is TBD pending	Mitigate	and existing planting as feasible.	Design PE	1/31/2025
Active	20	ROW	Right of Way/Easement Coordination	Right of Way or an easement may be required in order to construct th of Meadowbrook Ave and SR-12.	It is assumed that the project will closure improvements. However, the PA&ED stage of the Project.	50	100	$ 50,000	$ 200,000	$ 400,000	$ 163,000	180	365	550	274	determined upon in the PA&ED phase once a are made.	Accept	Reassess risk once a final decision is made by the County.	Design PE	1/31/2025
Active	21	Organizational	Construction Funding	As a result of inflation, the Project construction cost may be higher than currently planned, which would identification of additional funding in future phases that could lead to schedule delays.	is currently pursuing funding for construction. The project assumes complete the project.	50	100	$ 2,000,000	$ 4,000,000	$ 6,000,000	$ 3,000,000	30	75	120	56	Failure to secure funds for construction would schedule.	Accept	The County will continue working with potential funding sources to secure sufficient funds for construction.	County of Sonoma	1/31/2025
Active	22	Organizational	Community Outreach	As a result of the politically sensitive for public outreach may be required, resulting in additional costs.	12 intersection.	50	100	$ 10,000	$ 20,000	$ 30,000	$ 15,000	20	45	60	31	Additional outreach will be determined in the PA&ED phase, if needed.	Accept	Reassess risk and community outreach the County.	County of Sonoma	1/31/2025
Active	23	Construction	Noise and Vibration	Project construction activities could increase noise levels at nearby noise claims against the City/County and	Construction of the Project would sensitive receptors such as Street, Encinas Lane, and other neighboring roadways. The Project may be required to prepare a construction noise and vibration memo but will not be required to prepare a Noise Study Report.	20	60	$ 300,000	$ 550,000	$ 800,000	$ 220,000	30	45	60	18	The Projet may complete a construction noise and vibration memo during the PA&ED phase. If deemed necessary, the Project will management practices to reduce construction noise levels to the greatest extent feasible and below the by the Caltrans Standard Noise Control.	Avoid	practices to reduce construction noise levels to the greates extent feasible (if neccessary). evaluate potential effects on facilities containing vibration-sensitive equipment.	Planner/	1/31/2025
Active	24	Construction	Unanticipated buried man-made objects	As a result of the historic use of the construction, which would require additional costs and project delays.	objects within the project area are based on the historic use of the unanticipated buried man-made objects to be discovered during these objects will require additional coordination and potential redesign that would lead to schedule delays.	20	40	$ 50,000	$ 75,000	$ 100,000	$ 23,000	20	30	40	9	low; however, if man-made objects are found during construction, the cost of removal and disposal can	Accept	this risk.	Design PE	1/31/2025
Active	25	Construction	Bridge Deck Repairment	As a result of the construction on the to the existing bridge deck may occur costs and project delays.	It is assumed that adequate to avoid damages to the existing bridge deck.	20	40	$ 50,000	$ 75,000	$ 100,000	$ 23,000	20	30	40	9	low; however, if the bridge deck is damaged during construction, the cost of costs.	Avoid	Reassess risk early during the PS&E Phase and provide supplemental work items to avoid this risk.	Construction RE	1/31/2025
Active	26	Construction	Unpredictable/High Construction Bids	climate (material costs/availability, of bid circulation may occur, which would lead to a higher overall project	come in within 20% of engineer's estimate.	20	35	$ 700,000	$ 1,000,000	$ 1,800,000	$ 321,000	20	30	40	8	While the bid climate is currently increasing, the up and down, so there is consequences.	Mitigate	stage represent the bid climate as it is understood at the time.	County of Sonoma	1/31/2025

Attachment H:
Complete Streets Decision Document

Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

__X__ NO - Proceed to Question 2
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

__X__ NO - Continue to Question 3
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
__X__ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

_____ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
__X__ YES – Describe them here and proceed to Question 6: Close a 390' sidewalk gap to provide a safe and accessible pedestrian facility along Highway 12 and over Agua Caliente Creek.

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
- Sidewalks	LF	425	$125,000
- High Visibility Crosswalk	EA	2	$650
- ADA-Complaint Curb Ramp	EA	1	$10,000
- Bridge Access for Pedestrians and Bicyclists	EA	1	$1,019,000
- Right of Way & Support	LS	1	$500,000
- LED Lighting	EA	3	$90,000
- **Total Cost of Project Complete Streets Elements**	**LS**	**1**	**$1,744,650**

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

_X_ NO
_____ YES – Describe the opposition position here: _____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

_____ NO - Proceed to Question 9
_X_ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
_____ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
e.g. Class III Bike Route- Segment [PM xx.x- xx.x]	*LF*	*8.5*	*$600,000*
e.g. Standard 8-foot shoulder- Segment [PM xx.x- xx.x]	*LF*	20.0	*$3,200,000*

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

_____ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.). _____

Prepared by:

Jaggi Bhandal, PID Preparer in responsible charge
BKF Engineers

Concurred by:

Sergio Ruiz
District Complete Streets Coordinator
2/3/2025
Date

Cameron Oakes
Deputy District Director
08/11/2025
Date

Wajahat Nyaz
Deputy District Director, Design
08/14/2025
Date

David Ambuehl,
Acting District Director
David Ambuehl (Aug 14, 2025 17:10:46 PDT)
08/14/2025
Date

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
_____ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ _____
Name, Project Engineer Date
Branch/Company

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Name Date
District Complete Streets Coordinator

_____ _____
Name Date
Deputy District Director, Planning

_____ _____
Name Date
Deputy District Director, Design or
Division Chief, Design/Project Development

_____ _____
Name Date
District Director

Revalidation of CSDD at PS&E

Does the project scope designed in the plans, specifications and estimate include the complete streets elements identified in Question 6 or 9 of the CSDD (or Superseding CSDD, if applicable) certified at the PA&ED revalidation and the project approval document?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the CSDD that was approved at PA&ED revalidation, obtain all certified and concurrence signatures below, and attach to the Supplemental PR. If a Supplemental PR is not required, place in the project history file. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
_____ YES – Certify there are no changes to scope of complete streets elements in the project, and that temporary bike and pedestrian facilities during construction have been considered. Include only the project engineer certification signature below on the CSDD that was approved at PA&ED revalidation and place the CSDD in the project history file. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ _____
Name, Project Engineer Date
Branch/Company

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Name Date
District Complete Streets Coordinator

_____ _____
Name Date
Deputy District Director, Planning

_____ _____
Name Date
Deputy District Director, Design or
Division Chief, Design/Project Development

_____ _____
Name Date
District Director

Attachment I:
Transportation Management Plan Data Sheet

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

For Consultant TMP Projects

PROJECT MANAGER (Name)	(Phone #)
Jaggi Bhandal	925-369-7743
PROJECT ENGINEER (Name)	(Phone #)
Amir Abdollahi	925-396-4483
DIST-EA/PROJ ID: 04-0X210/0424000064 PROGRAM CATEGORY: PID	
PROJECT COMMON NAME Donald Gap Pedestrian Improvements	
CO-RTE-PM: SON-12-35.7/35.8	
LEGAL DESCRIPTION: In Sonoma County, along Highway 12 from the Donald Street intersection to the Encinas Lane intersection in Sonoma.	
DETAILED WORK DESCRIPTION: *The project will construct new pedestrian facilities along Highway 12, between Donald Street and Encinas Lane within unincorporated Sonoma County outside of the City of Sonoma, to improve pedestrian safety. The project aims to close the existing gap in pedestrian facilities by creating new sidewalks and curb ramps in compliance with ADA standards, a pedestrian bridge to cross Agua Caliente Creek, new dedicated bikeways, and a new crosswalk and ped refuge island north of Encinas Lane to provide an east-west crossing across Highway 12. The improvements will connect to future pedestrian facilities proposed in the Highway 12 & Verano Avenue Intersection Safety Improvements Project (EA: 3Y710).*	
CONSTRUCTION COST ESTIMATE: $3.65M	
PROJECT PHASE: PSR/PDS ☒ PR ☐ PS&E ☐ _____%	

Traffic Impact Descriptions

A) Does the proposed project includes long term closures (> 24 hours)
Yes__X_ No__
[If "No", Continue to Item D (Preliminary TMP Elements and Costs.). If "Yes", Check Applicable Facilities.]

- ☒ Highway or Freeway Lanes
- ☒ Highway or Freeway Shoulder
- ☐ Freeway Connectors
- ☐ Freeway Off-ramps
- ☐ Freeway On-ramps
- ☒ Local Streets
- ☐ Full Freeway Closures

B) Are there any construction strategies that can restore existing number of lanes? (Check Applicable Strategies)

- ☐ Temporary Roadway Widening Structure Involvement? Yes____ No____
  (If yes, notify Project Manager)
- ☒ Lane Restriping (Temporary Narrow Lane Widths) Yes_X_ No____
- ☐ Roadway Realignment (Detour Around Work Area)

☒ Median and/or Right Shoulder Utilization
☐ Use of an HOV lane as a Temporary Mixed Flow Lane
☐ Staging Alternatives (Explain Below)

C) Calculated Delays (To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A)

1. Estimated Maximum Individual Vehicle Delay ___N/A___ Minutes
2. Existing or Acceptable Individual Vehicle Delay ___N/A___ Minutes
3. Estimated Individual Vehicle Delay Requiring Mitigation [(1) - (2)] ___N/A___ Minutes
4. Estimated Delay Cost (Most Applicable)
   - ☐ Extended Weekend Closure $___N/A___
   - ☐ Weekly (7 days) $___N/A___
5. Estimated Duration of Project Related Delays ___N/A___
6. Cost of Construction Related Delays [(4 x 5)] $___N/A___

D) Preliminary TMP Elements and Cost

1. Public Information
   - ☐ a. Brochures and Mailers $_____
   - ☐ b. Press Release $_____
   - ☐ c. Paid Advertising $_____
   - ☐ d. Public Information Center/Kiosk $_____
   - ☐ e. Public Meeting/Speakers Bureau $_____
   - ☐ f. Telephone Hotline $_____
   - ☐ g. Internet $_____
   - ☐ h. Notification to impacted groups (Bicycle users, Pedestrians with disability, others.) $_____
   - ☒ i. Others ___Public Information___ $_____5,000_____

   SUB TOTAL **$**_____5,000_____

2. Motorists Information strategies
   - ☐ a. Changeable Message Signs (Fixed) $_____
   - ☒ b. Changeable Message Signs (Portable) $_____60,000_____
   - ☒ c. Ground Mounted Signs $_____2,000_____
   - ☐ d. Highway Advisory Radio $_____
   - ☐ e. Caltrans Highway Information Network (CHIN) $_____
   - ☐ f. Revised Transit Schedules/Maps $_____
   - ☐ g. Others _____ $_____

   SUB TOTAL **$**_____62,000_____

3. Incident Management
   - ☐ a. Construction or Maintenance Zone Enhanced Enforcement Program (COZEEP or MAZEEP) $_____
   - ☐ b. Freeway Service Patrol $_____
   - ☐ c. Traffic Management Team $_____

☐ d. New CCTVs and Detectors $_____
☐ e. Others _____ $_____

SUB TOTAL **$_____**

4. Construction Strategies (In Addition to Elements Identified on Item B)
   - ☒ a. Off Peak/Night/Weekend Work (Lane Closure Charts) $ N/A
   - ☐ b. Reversible Lanes $_____
   - ☐ c. Total Facility Closure $_____
   - ☐ d. Extended Weekend Closure $_____
   - ☐ e. Truck Traffic Restrictions $_____
   - ☒ f. Reduced Speed Zone $ 4,000
   - ☐ g. Connector and Ramp Closures $_____
   - ☐ h. Incentive and Disincentive $_____
   - ☐ i. Moveable Barrier $_____
   - ☐ j. Maintain Traffic $ 55,000
   - ☐ k. Others _____ $_____

SUB TOTAL **$** 59,000

5. Demand Management
   - ☐ a. HOV Lanes/Ramps (New or Convert) $_____
   - ☐ b. Park and Ride Lots $_____
   - ☐ c. Rideshare Incentives $_____
   - ☐ d. Variable Work Hours $_____
   - ☐ e. Telecommute $_____
   - ☐ f. Ramp Metering (New Installation) $_____
   - ☐ g. Ramp Metering (Maintain Existing) $_____
   - ☐ h. Others _____ $_____

SUB TOTAL **$_____**

6. Alternate Route Strategies
   - ☐ a. Add Capacity to Freeway Connector $_____
   - ☐ b. Street Improvement (widening, traffic signal, etc) $_____
   - ☐ c. Traffic Control Officers $_____
   - ☐ d. Parking Restrictions
   - ☐ e. Others _____ $_____

SUB TOTAL **$_____**

7. Other Strategies
   - ☐ a. Application of New Technology $_____
   - ☐ b. Others _____ $_____

SUB TOTAL **$_____**

8. The Project includes the following: (Check applicable type of facility closures)
   - ☒ a. Highway or Freeway Lanes
   - ☒ b. Highway or Freeway Shoulders
   - ☐ c. Full Freeway Closure
   - ☐ d. Freeway On/Off-Ramps
   - ☐ e. Freeway Connectors
   - ☒ f. Local Streets
   - ☐ g. Prolonged Ramp Closures

9. Major operations requiring traffic control and working days for each

Operation	# of Working Days	# of Traffic Control Days
☒ a. Clearing and Grubbing	5	2
☒ b. Existing Feature Removal	12	4
☒ c. Excavation of Embankments Construction	20	4
☐ d. Structural Section Construction		
☐ e. Drainage Feature Construction		
☒ f. Structures Construction	50	4
☐ g. MGS/Barrier Construction		
☒ h. Striping	4	4
☐ i. Electrical Component Construction		
☐ j. Other		
Total days	91	18

TOTAL ESTIMATED COST OF TMP ELEMENTS = **$** 126,000

Notes : Extensive TMP may be required for the significant impacts.

PREPARED BY (Consultant) _____ DATE 7/01

Jaggi Bhandal

APPROVAL RECOMMENDED BY
(Caltrans Oversight Engineer) Tiffany Wong DATE 7/1/2025

APPROVED BY (TMP Office) William Woolery DATE 07/30/2025

William Woolery

Attachment 1:
Storm Water Data Report – Short Form

Short Form - Stormwater Data Report Template

Dist-County-Route: 04-SON-12
Post Mile Limits: 35.7/35.8
Project Type: Safety Improvements
Project ID (EA): 0424000064 (EA 0X210)

Phase: ☒ PID ☐ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): San Francisco Bay (Region 2)

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs?	Yes ☐	No ☒
4.	Does the project impact existing Treatment BMPs?	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Applicable Caltrans Permit Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Total Disturbed Soil Area: 0.20 ac New Impervious Surface: 223 sf (0.005 ac)
Estimated Const. Start Date: 10/2026 Estimated Const. Completion Date: 3/2028

Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
Is (M)WELO applicable? Yes ☐ No ☒

This Short Form – Stormwater Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

09/20/2024
Jaggi Bhandal, Registered Professional Engineer *Date*

I have reviewed the stormwater quality design issues and find this report to be complete, current, and accurate:

[Stamp Required at PS&E only]

07/01/2025
Brian Rowley, District/Regional Design SW Coordinator or Designee *Date*

1. Project Description

The Donald Gap Pedestrian Improvements Project (Project) is located along State Route (SR) 12 in the southeast portion of Sonoma County, from Donald Street to the south, to Encinas Lane to the north, crossing Agua Caliente Creek Bridge. This segment of SR 12 is a two-lane conventional highway. In the current condition, there are no existing sidewalks in both the northbound and southbound directions on SR 12, between the Donald Street and Encinas Lane intersections. The Project will provide new sidewalks and pedestrian facilities to connect to the existing sidewalks and proposed pedestrian facilities by the SR 12 & Verano Avenue Intersection Safety Improvements Project (EA 3Y710), on SR 12 beyond the Project limits.

The Project proposes to build a separate 8-foot wide pedestrian bridge east of the existing Agua Caliente Creek Bridge and sidewalk between Encinas Lane and Donald Street intersections in the northbound direction. In the southbound direction, the Project proposes to install new sidewalk, including new sidewalk at the existing shoulder on Agua Caliente Creek Bridge, between Encinas Lane and Donald Street intersections.

Total Disturbed Soil Area (DSA)

The calculations of the total disturbed soil area (DSA) encompasses various components within the proposed project scope. These components include construction staging and access areas, areas where exaction and filling are planned, erodible surfaces where vegetation removal is proposed, and any other areas that are impermeable. The estimated DSA by the Project is 0.20 acres.

New Impervious Surface (NIS)

The NIS is the addition of the net new impervious surface (NNI) and the replaced impervious surface (RIS) with the excluded impervious area (EIA) subtracted:

NIS = NNI + RIS – EIA

The NNI consists of the total post-project impervious area minus the total pre-project impervious area. The calculated NNI for the project is 223 square feet (0.005 acres).

The RIS consists of the total pre-project impervious area that would be replaced with new impervious areas. The calculated RIS for the project is 3,799 square feet (0.09 acres).

The EIA includes new or replaced impervious areas specified in Table 4-1, Excluded Impervious Areas (EIA), of the Caltrans Project Planning and Design Guide (PPDG), dated June 2023. The Project EIA includes proposed sidewalks, curb ramps, and bridge deck. The calculated EIA for the project is 5,429 square feet (0.12 acres).

Based on the above, the Project NIS is 223 square feet (0.005 acres). Since the Project NIS is less than 10,000 square feet, the Project is not subjected to Post-Construction Treatment Requirements set forth in the Caltrans Statewide Stormwater Permit (Order 2022-0033-DWQ, NPDES No. CAS000003, effective January 1, 2023).

Table 1. Disturbed Soil Area (DSA) and Impervious Surface Areas

Disturbed Soil Area (ac)	Net New Impervious Surface (sf)	Replaced Impervious Surface (sf)	Excluded Impervious Area (sf)	New Impervious Surface (sf)
0.20	1,853	3,799	5,429	223

2. Site Data and Stormwater Quality Design Issues

The water quality information was obtained using the Caltrans Water Quality Planning Tool. The Project is under the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB), Region 2. Stormwater runoff from the project site discharges to a municipal separate storm sewer system (MS4).

Watershed

The project site is located within an undefined Hydrologic Sub Area (HAS) No. 206.40, Sonoma Creek Hydrologic Area, San Pablo Hydrologic Unit, Planning Watershed 2206400202. The project site is within the Sonoma Creek-Frontal San Pablo Bay Estuaries Watershed and Lower Sonoma Creek Subwatershed.

TMDL's & 303(d) Listed Water Bodies

Waterbodies San Pablo Bay and Sonoma Creek are listed on 303(d) List and TMDL's 2014-2016 List.

Table 2. TMDL's & 303(d) Listed Waterbodies

Waterbody	Pollutant	Status
San Pablo Bay	Chlordane, DDT (Dichlorodiphenyltrichloroethane), Dieldrin, Dioxin compounds (including 2,3,7,8-TCDD)	TMDL required
San Pablo Bay	Mercury, PCB's (Polychlorinated biphenyls), PCB's (Polychlorinated biphenyls) (dioxin-like), Selenium	Being addressed by USEPA approved TMDL
Sonoma Creek	Nutrients, Sedimentation/Siltation	TMDL required
Sonoma Creek	Pathogens	Being addressed by USEPA approved TMDL

Beneficial Uses

Complete list of beneficial uses as follows:

AGR – Agricultural Supply
MUN – Municipal and Domestic Supply
FRSH – Freshwater Replenishment
GWR – Groundwater Recharge
IND – Industrial Service Supply
PRCO – Industrial Process Supply
COMM – Commercial and Sport Fishing

SHELL – Shellfish Harvesting
COLD – Cold Freshwater Habitat
EST – Estuarine Habitat
MAR – Marine Habitat
MIGR – Fish Migration
RARE – Preservation of Rare and Endangered Species
SPWN – Fish Spawning
WARM – Warm Freshwater Habitat
WILD – Wildlife Habitat
REC-1 – Water Contact Recreation
REC-2 – Noncontact Water Recreation
NAV - Navigation

Table 3 below listed the beneficial uses of the receiving waterbodies San Pablo Bay and Sonoma Creek.

Table 3. Waterbody, Beneficial Uses, and Clean Water Act 2014-2016 303(d) List Impairments

Waterbody	Existing Beneficial Uses	Sediment-Sensitive
San Pablo Bay	IND, COMM, SHELL, EST, MIGR, RARE, SPWN, WILD, REC-1, REC-2, NAV	False
Sonoma Creek	COMM, COLD, MIGR, RARE, SPWN, WARM, WILD, REC-1, REC-2	True

401 Certification

The Project is located adjacent to and over Agua Caliente Creek. Construction activities will occur for the construction of the proposed pedestrian bridge. A 401 certification and its correspondent 404 permits will be required.

Post-Construction Treatment

Post-construction treatment is not required for the Project. Refer to Section 1 of this report for new impervious surface calculations.

Trash Control Requirements

The Project is not within a Significant Trash Generation Area per Caltrans Statewide Trash Implementation Plan, thus is not subject to Attachment E – Trash Implementation Requirements in the Caltrans Statewide Stormwater Permit.

3. Construction Site BMPs

Stormwater Pollution Prevention Plan/Water Pollution Plan

The Project will conform to the requirements set forth in the most current National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) and the RWQCB requirements. The Project will identify potential temporary water quality and erosion impacts and appropriate temporary construction site and erosion control BMP measures during the PA&ED and PS&E phases. If land disturbance during construction is less than an acre, WPC plans and cost estimates will be required in accordance with Caltrans' Water Pollution Control Program (WPCP) Preparation Manual.

Risk Level Assessment

The Project has less than one acre of total disturbed area and is not subject to the Caltrans Statewide Stormwater Permit. Risk level assessment is not required.

Construction Site BMP Strategy

Overall Project construction is anticipated to require 1.5 years to complete. The anticipated construction period for the project will start in October 2026 and conclude in March 2028. Construction site BMPs shall be installed prior to the start of construction, or as early as feasibly possible during construction, to minimize the pollutants in stormwater discharges. The scheduling of earth-disturbing construction activities shall be avoided or minimized when possible during anticipated rain events. The general construction site BMP strategy for this Project consists of the following measures:

- Temporary Soil Stabilization
- Sediment Control
- Tracking Control
- Wind Erosion Control
- Non-Stormwater Management
- Waste Management and Material Pollution Control

Geotechnical investigations will be performed during the PA&ED phase to evaluate existing subsurface conditions and determine if dewatering is required. If required, dewatering operations will be determined during the PS&E phase.

The Project Initiation Cost Estimate Method, Appendix F.3.1, June 2023 PPDG, was used to estimate construction site BMP costs for the Project. Table 4 lists the adjustment factors considered in the PID phase cost estimate for construction site BMPs.

Table 4. Percentage of Extra Cost to Project Due to Construction Site BMPs

Description	
Baseline Cost Percentage	1.25
Greater than $12,000,000	0.00
Adjustment for Location (RWQCB 2)	0.00
Adjustment for Type of Project	0.00
Adjustment for Work near 303(d) Water Bodies	0.00
Adjustment for Project Specific Issues	0.00
Total Adjustments for Water Pollution Control	1.25

Project specific BMP measures will be specified and quantified during later phases of the project. Based on the recommended adjustments, the total adjustments for Water Pollution Control has been estimated at 1.25% of the total baseline construction cost. The PID phase estimate for Construction Site BMP's is $45,625 ($3.65M x 1.25%).

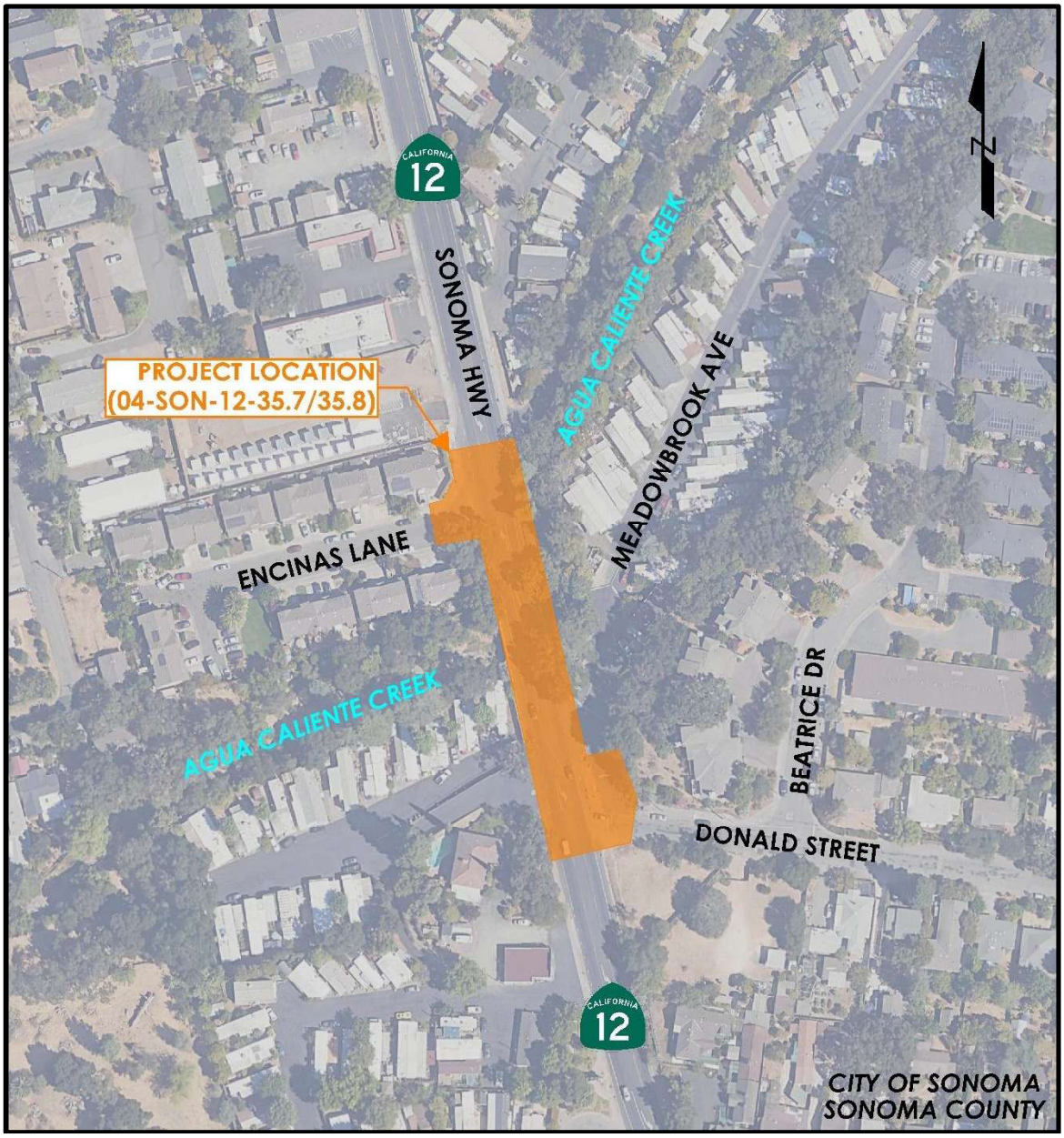
Post Construction Permanent Erosion Control

All areas disturbed by construction activities will receive permanent soil stabilization treatments post-construction using a combination of Erosion Control Measures. Appropriate and specific measures will be refined as design advances but can be expected to include rolled erosion control product, fiber rolls, hydro mulch, and hydroseed. Any proposed slopes steeper than 2:1 will need to be accompanied by a geotechnical recommendation. Staging or equipment storage in unpaved, roadside areas will be returned to pre-existing conditions, including decompaction and soil amendment prior to the application of erosion control treatment. Permanent Erosion Control is estimated to be approximately 1% of the total baseline construction cost. The PID phase estimate for Permanent Erosion Control is $36,500 ($3.65 x 1.00%).

Required Attachments

- Attachment A - Vicinity Map
- Attachment B - Evaluation Documentation Form
- Attachment C - Water Quality Information Form
- Attachment D - Project Location Map

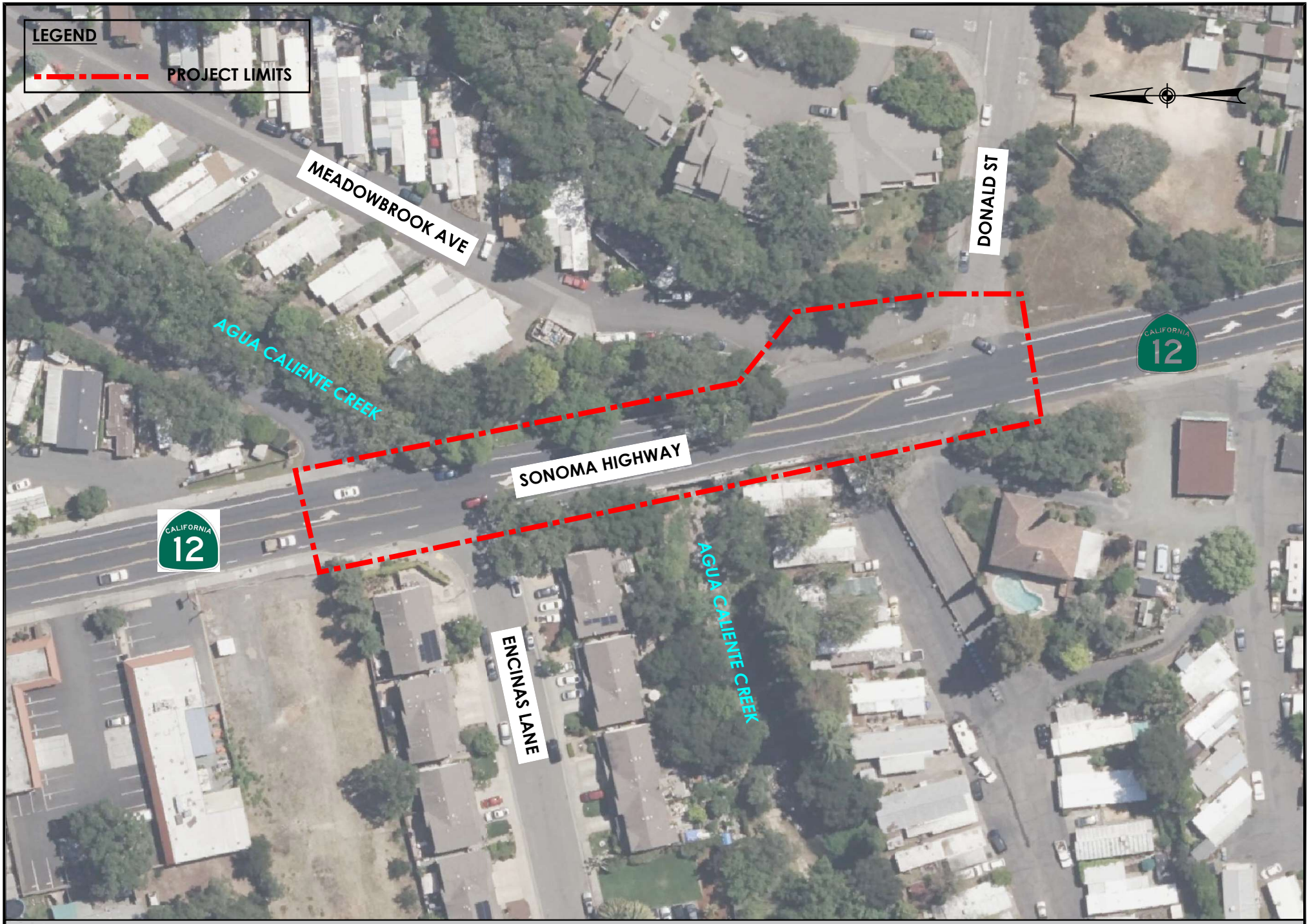
Vicinity Map



Evaluation Documentation Form

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: 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 (e.g. STGA)?	TBD ✓		If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. BJR *(Dist./Reg. Coordinator initials)* If **No** to all, continue to 5.
			✓	
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of 10,000 ft² or more of new impervious surface (NIS)?		✓	If **Yes**, go to 8. If **No**, 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. BJR *(Dist./Reg. Design SW Coord. Initials)* JB *(Project Engineer Initials)* 9/20/2024 *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

Caltrans Dist-4 Water Quality Information Form		
1.	**EA-County-Route**	04-0X210-SON-12
2.	**PM (Begin/End)**	PM 35.7/35.8
3.	**Project Description**	Safety Improvements on SR-12, between Encinas Lane and Donald Street, in the City of Sonoma.
4.	**RU** *(CT Requesting Unit Number)*	TBD
5.	**Program ID**	0419000012
6.	**Phase** *(PID, PA/ED, PS&E)*	PID
7.	**Project Engineer or Oversight Engineer** *(Name / Phone #)*	Jaggi Bhandal / (925) 396-7743
8.	**Project Manager** *(Name / Phone #)*	TBD
9.	**Biologist** *(Name / Phone #)*	TBD
10.	**Hydraulics Contact** *(Name / Phone #)*	TBD
11.	**Geotechnical Contact** *(Name / Phone #)*	TBD
12.	**Hazardous Waste Contact** *(Name / Phone #)*	TBD
13.	**PID Due Date** *(MM/DD/YYYY)*	03/03/2025 (Estimated)
14.	**PA/ED Due Date** *(MM/DD/YYYY)*	01/09/2026 (Estimated)
15.	**PS&E Due Date** *(MM/DD/YYYY)*	08/13/2026 (Estimated)
16.	**RTL Due Date** *(MM/DD/YYYY)*	TBD
17.	**Construction Start Date** *(MM/DD/YYYY)*	10/23/2026 (Estimated)
18.	**Construction Completion Date** *(MM/DD/YYYY)*	03/09/2028 (Estimated)
19.	**Number Working Days**	290
20.	**Project Brokered?** *(Y/N)* **If Yes, which District?**	No
21.	**Caltrans resposible for only Oversight?** *(Y/N)* **If Yes, which Agency is the sponsor?**	Yes, County of Sonoma
22	**Construction Managed & Administered by Caltrans?** *(Y/N)*	No
23.	**Total Roadway Item Cost ($)**	$2,170,000 (Estimated)
24.	**Total Structure Item Cost ($)**	$1,280,000 (Estimated)
25.	***Net New*** **Impervious Area (ac)-** area of added impervious excluding eliminted impervious areas	0.005 ac/223 sf (Estimated)
26.	**Any Deep Excavation & Dewatering required?** *Y/N*	Yes
27.	***Reworked*** **Area (ac)** *Area of entire structural Section totally removed* & replaced	0.16 ac/6,867 sf (Estimated)
28.	**Existing Impervious Area (ac)**	0.75 ac/32,878 sf (Estimated)
29.	**404 Permit Required?** *(Y/N)* **Reporting or Non-Reporting?** ***(Check w/ Biologist)***	Yes
30.	**1602 Permit Required?** *(Y/N) (Check w/ Biologist)*	Yes
31.	**Notice of *ADL* Reuse** *(Date)*	TBD
32.	**Shoulder Backing Proposed?** *(Y/N)*	No
33.	**Concrete Work Involved?** *(Y/N) If yes, provide the volume*	Yes, 200 cy (Estimated)
34.	**PCC Grinding Involved?** *If yes, how much?*	No
35.	**Total Disturbed Soil Area (DSA) (ac)**	0.20 ac/8,594 sf (Estimated)
36.	**Total Construction Site Area (ac)**	0.92 ac (Estimated)
37.	**Is there any Landscape Work Involved?** *(Y/N)*	No
38.	**Contractor's Staging Areas** *(Y/N), Area(sqft)*	TBD
39.	**Contractor's Stockpiling Areas** *(Y/N), Area(sqft)*	TBD
40.	**Number Drainage Inlets within Project Limits**	12 (Estimated)
41.	**Any bridge widening/replacement over a waterbody required? Y/N**	No



PROJECT LOCATION MAP

SR-12 (SONOMA HIGHWAY) DONALD GAP PEDESTRIAN IMPROVEMENTS

BKF
200 4th STREET
SUITE 300
SANTA ROSA, CA 95401
(707) 583-8500
www.bkf.com

Attachment 2:
Quality Management Plan

QUALITY MANAGEMENT PLAN
FOR

PSR-PDS
DONALD GAP PEDESTRIAN IMPROVEMENTS PROJECT
ID # 0424000064
EA 0X210

Concurred by _____ _____
Austin Bossetti, Caltrans Project Manager Date

Approved by _____ _____
Jaggi Bhandal, BKF Project Manager Date

Approved by _____ _____
Janice Thompson, Project Sponsor Date
Sonoma County Public Infrastructure

Definitions

Lead Agency – Sonoma County Public Infrastructure

Consultant – BKF Engineers

Sub-Consultants – BKF Engineers Sub-Consultants (Biggs Cardosa & Associates, David J. Powers & Associates, PARIKH Consultants)

QA/QC- Quality Assurance/ Quality Control

Introduction

The purpose of the Quality Management Plan is to facilitate an effective and efficient process for the development, review and approval of Project Initial Documents (PIDs) for State Highway System (SHS) projects sponsored by others. The project sponsor and/or implementing agency must develop and follow a Quality Management Plan that meets the standards of professional practice and satisfies requirements of the project scope, cost, and schedule. The Project Managers from Caltrans and the Lead Agency shall ensure that all Project Development Team (PDT) members utilize the Quality Management Plan elements as described in this document during the production and review of PIDs. QA/QC will be performed before deliverables are presented to Caltrans for review. Each team member must understand the project objectives, apply sound engineering principles and is expected to produce quality, accurate, and complete documents within the project schedule and budget. Project documents will be prepared in accordance with current Caltrans regulations, policies, procedures, manuals, and standards including compliance with Federal Highway Administration (FHWA) requirements.

The following information describes the quality procedures that will be implemented for work performed during all phases of development, review and approval of locally implemented PIDs.

Quality Control Reviews

1. Quality Control (QC) Reviews shall be conducted for all deliverables. A project schedule shall be developed with the consensus of the PDT that identifies anticipated reports, submittal dates and review periods.
2. Prior to submission to Caltrans, each deliverable will be subject to review by senior staff and the Lead Agency Project Manager.
3. Project documents will be reviewed for conformance with project design criteria, legibility, and completeness and compliance with regulatory and code requirements.
4. All QC comments will be evaluated by the Consultant's Lead Author for the document, discussed with the QC reviewer as needed and, if appropriate, incorporated into the deliverable. The Lead Agency and Caltrans Project Manager will review and approve the resolution of each comment.

Checking of Calculations

Final report calculations associated with the conceptual alternatives, cost estimates, and traffic technical reports shall be checked for reasonableness. All calculations shall be reviewed by the Consultants Lead Author.

Checking of Drawings

Conceptual geometric plans figures, mapping, and preliminary bridge plans (if applicable) shall be checked in accordance with established standards (e.g. Highway Design Manual and local standards).

Quality Assurance

The Project Managers from Caltrans and the Lead Agency, along with its Consultant(s) will be responsible for the development of deliverables and assure that the stated quality control procedures are being followed. A Quality Assurance Log that includes dates when documents were received, reviewed, and names of the QC reviewers shall be maintained for each report or work product.

Reporting Structure

An organization chart that describes the reporting structure and assigned staff that are involved in the QA/QC shall be developed at the beginning of the PID project.

QA/QC Duties and Responsibilities

Quality control begins with assigning the most appropriate person to each task. Each member of the team should be responsible for controlling the quality of the product, beginning with the project staff through to the Project Managers. The qualifications of the team members overseeing and doing the work should be identified. All team members should be in constant communication with the each other and their respective Principals and Project Managers in regards to project status, schedule, and any issues that might arise during the development of the PID.

The duties and responsibilities of each of the project members in coordinating and guiding the project efforts are described below:

a. **Principals-in-Charge (PICs) –** Responsible for allocation of resources and monitoring of the project to ensure adherence to the project objectives, schedule, budget, approvals, and ensuring that the QC/QA plan is in place and being implemented. Provides periodic audits of technical work and performance of respective staff.

b. **Caltrans Project Manager -** Responsible for Quality Management Assessment (QMA) as described in the Cooperative Agreement.

c. **Lead Agency Project Manager –** Responsible for completion of project scope and tasks, and adherence to project schedule and budget, including QA/QC program. The Project Manager allocates resources to various elements of the work, establish and implement the Quality Management Plan, schedule the various activities and adjust plans as the work progresses to identify potential problem areas and resolve them in a timely manner. The Project Manager is responsible for technical review and approval of project documents before issuance to the reviewing agency; certifies that each submittal has been prepared and checked in accordance with Caltrans standards, policies, and procedures, sound engineering practices and represents a quality product; and maintains frequent contact and communication with the Caltrans Project Manager to assure satisfaction with the progress and performance.

d. **Consultant Project Manager** - The Consultant Project Manager reviews and monitors the implementation of the QA/QC practices and processes and ensures consistency with Caltrans standards, policies, and procedures. The Consultant Project Manager identifies the quality control actions required to be taken, the resources to be applied to these quality control actions, and

interaction of these activities with the other elements of work. In this process, it is essential that the Consultant Project Manager clearly identify the personnel involved and their duties; allocate time, effort, and resources to the quality control function; and reviews and revises the allocated resources appropriately as the work progresses. The Consultant Project Manager is responsible for production of the technical work produced by their staff. They also assist the Lead Agency Project Manager and Caltrans Project Manager in the execution of the Quality Management Plan. The Consultant Project Manager reports administratively to the Lead Agency Project Manager and Caltrans Project Manager and works closely with them in the early identification and resolution of any product deficiencies. This includes but is not limited to:

- Perform periodic reviews of quality control documentation;
- Identification and control of nonconforming conditions

d. Consultant's Technical Staff – The Consultant's Technical Staff are responsible to their Consultant Project Manager for the quality of the work produced within their respective disciplines. In this capacity, the Technical Staff establishes operating guidelines and areas of responsibility within the activity; monitors the work periodically to assure adherence to the contract scope of services and to the established reviewing procedures to ensure consistency with Caltrans standards, policies, and procedures, advises the Consultant Project Manager regarding the progress of work and of any circumstances that may require particular attention; reviews work prior to submittal to the Lead Agency Project Manager, Caltrans Project Manager, and Consultant's Project Manager for quality control review; resolves QC review comments; insures comments are incorporated into the final document and reviews completed work before it is transmitted to the Lead Agency Project Manager, Caltrans Project Manager, and Consultant's Project Manager for approval and submittal to the reviewing agencies.

Document Control

The Consultant shall make available and maintain electronic records and hard copies of drafts and final reports for inspection upon request during the development of the PSR-PDS.

Control of Sub-Consultants

If a portion of the scope of work is subcontracted out by the Lead Agency's Consultant, then all Sub-Consultants will have the same responsibilities as the Consultant.

EXHIBIT A
LIST OF DELIVERABLES AND ASSIGNED QC REVIEWERS

Task No	Deliverable	Prepared By	Consultant Reviewer	Lead Agency Reviewer
1.0	Project Location Map	BKF	Gordon Sweet	Janice Thompson
2.0	Schematic Maps	BKF	Gordon Sweet	Janice Thompson
3.0	Typical Cross Sections	BKF	Gordon Sweet	Janice Thompson
4.0	Capital Outlay Project Estimate	BKF	Gordon Sweet	Janice Thompson
5.0	Preliminary Environmental Analysis Report	David J. Powers & Associates	Will Burns	Janice Thompson
6.0	Transportation Planning Scoping Information Sheet	BKF	Gordon Sweet	Janice Thompson
7.0	Conceptual Cost Estimate – Right of Way Component	BKF	Gordon Sweet	Janice Thompson
8.0	Risk Register	BKF	Gordon Sweet	Janice Thompson
9.0	Complete Streets Decision Document	BKF	Gordon Sweet	Janice Thompson
10.0	Transportation Management Plan Data Sheet	BKF	Gordon Sweet	Janice Thompson
11.0	Storm Water Data Report – Short Form	BKF	Gordon Sweet	Janice Thompson
12.0	Quality Management Plan	BKF	Gordon Sweet	Janice Thompson
13.0	PSR-PDS Survey Needs Questionnaire	BKF	Gordon Sweet	Janice Thompson
14.0	HQ DES PSR-PDS Scoping Checklist	BKF	Gordon Sweet	Janice Thompson
15.0	Design Scoping Index	BKF	Gordon Sweet	Janice Thompson

Attachment 3:
PSR-PDS Survey Needs Questionnaire

ARTICLE 8

PSR-PDS SURVEY NEEDS QUESTIONNAIRE

General Guidance:

The project datums, vertical and horizontal, need to be established as soon as possible in the schedule, and all other mapping adjusted to the project datums. Obsolete datums such as NAD27 and NGVD29 should not be used for new projects.

What Survey Control Datums will be used for project design and mapping?

Vertical Control

☒ NAVD 1988 (Preferred)

☐ NGVD 1929 (Alternative)

☐ Other (Must consult with Caltrans Surveys)

Horizontal Control

California Coordinate System of 1983

☒ Epoch __**1991.35**____

☐ Other than CCS83 (Must consult with Caltrans Surveys)

Will the project need a Sea Level Rise Risk Assessment? **No**

Does the project adjoin the ocean or tidal waterways? **No**

Is the existing highway protected by levees, sea walls, or rip-rap? **No**

Will existing as-builts, centerlines, or base mapping require any datum or unit conversions?
Not anticipated

Are the right of way record maps current? **Yes**
Is there any need to accelerate design accuracy surveys for this project? **Not anticipated**

Attachment 4:
HQ DES PSR-PDS Scoping Checklist

ARTICLE 11

Division of Engineering Services
PSR-PDS Scoping Checklist

Project Information

District 04 County SON Route 12 (Post Mile) 35.7/35.8 EA 0X210 Project ID #0424000064

Project Description**:**

The project will construct new pedestrian facilities along Highway 12, between Donald Street and Encinas Lane within unincorporated Sonoma County outside of the City of Sonoma, to improve pedestrian safety. The project aims to close the existing gap in pedestrian facilities by creating new sidewalks and curb ramps in compliance with ADA standards, a pedestrian bridge to cross Agua Caliente Creek, new dedicated bikeways, and a new crosswalk and ped refuge island north of Encinas Lane to provide an east-west crossing across Highway 12. The improvements will connect to future pedestrian facilities proposed in the Highway 12 & Verano Avenue Intersection Safety Improvements Project (EA: 3Y710).

Project Manager: Jaggi Bhandal Phone # (925) 396-7743

DES Project Liaison Engineer* (PLE): **Select a PLE from pulldown**

DES Special Funded Projects Liaison Engineer: Phone #

DES Consultant Management Engineer: Phone #

*The Project Liaison Engineer will provide assistance with the completion of this form.

Project Scope

DES acknowledges that scope is in development at this time. The Project Liaison Engineer is available to assist the District in determining the involvement of DES functional units. The intent of the checklist is to gather as much information as possible on the alternatives to accurately identify the involvement of DES.

Describe and identify in the following sections a general description of improvements anticipated as part of the project scope that will require DES functional unit involvement.

Check applicable boxes describing proposed scope of project.

☐ New Expressway/Freeway on new alignment	☐ Other Roadway Realignment	☐ Widen Highway
☐ Construct Interchange	☐ Emergency/Storm Damage	☐ Rockfall Project
☐ Modify Interchange	☐ Bridge Widening	☐ Left-turn Pocket
☐ Bridge Replacement (New alignment? ☐ Yes ☐ No)	☐ Curve Correction	☐ Modify Slope
	☐ Building Project	☐ Stabilize Subgrade
	☐ Median Barrier Retrofit	☐ Stabilize Roadway
☐ Bridge Rehabilitation	☐ Construct Passing Lane	☐ Landslide/Slip-out
☒ New Bridge	☐ Soundwall/Retaining Wall	☐ Bridge Deck Rehab.
☐ Bridge Seismic Retrofit	☐ Roadway Rehabilitation	☐ Bridge Joint Seals

☒ Other Design: Explain: Pedestrian Bridge, Cantilever Slab on Piles Sidewalk, Bridge Modification

Briefly describe proposed scope of DES involvement for all alternatives.

The Project proposes the construction of a pedestrian bridge along Highway 12 over Agua Caliente Creek. The bridge will improve connectivity and provide safe public access by moving pedestrians off the shoulders of existing Agua Caliente Creek Bridge onto a separated pathway. A summary of the preferred structural alternative is provided below:

The Preferred Alternative proposes the construction of a separate precast prestressed slab bridge over Agua Caliente Creek. The bridge is anticipated to be proposed with abutments at each approach embankment. The pedestrian bridge will provide a vertical clearance of approximately 4.6’ over the design flood elevation. The structural depth of the pedestrian bridge is anticipated to be 1’-0” and 9’ in width.

Proposed north of the bridge is a cast-in-place (CIP) cantilever slab with cantilevered bent caps. The CIP cantilever slab is anticipated to be supported using cast-in-drilled-holes (CIDH) concrete piers spaced approximately every 10’ – 20’. The structural depth of the cantilevered slab is anticipated to be 2’-0” and up to 12’ in width.

Project Schedule

PA/ED Date	08/2025-08/2026

Project Cost

For PSR (PDS) projects, the following section is to be used for EACH alternative, provided that the scope is significantly different.

Preferred Alternative

Project Cost Range ($ 1000's)		Cost of Largest Structure ($ 1000's)
Roadway	$2,170	$820
Structure**	$1,280	
Total	$3,520	

**Structure Cost Range to be provided by (check one)

☒ Consultant ☐ Structure Design Technical Liaison.

Project Scope Breakdown by DES Function

Photogrammetry

Note: A Photogrammetry Service Request-PSR (PDS) must be completed and submitted to DES Photogrammetry by the District Photogrammetry Coordinator.

Bridge Design Services (check applicable boxes)

Design by:

☐ Office of Structure Design
☐ Structure Maintenance Design
☐ Office of Structure Contract Management (Consultant Design Oversight)
☒ Office of Special Funded Projects (Consultant Design Oversight)

Bridge Information:

☒ New Bridge(s)	Number 1	Br. Name(s) & No(s). *Agua Caliente Creek*; Br. No. *TBD*
☐ Bridge Replacement(s)	Number	Br. Name(s) & No(s).
☐ Bridge Widening(s)	Number	Br. Name(s) & No(s).
☐ New Bridge over water	Number	Br. Name(s) & No(s).
☐Bridge Replacement over water	Number	Br. Name(s) & No(s).
☐Bridge Widening over water	Number	Br. Name(s) & No(s).
☐ Bridge Rail Replacement(s)	Number	Br. Name(s) & No(s).
☐Approach Slab	Number	Br. Name(s) & No(s).
☐Bridge with Railroad Involved	Number	Br. Name(s) & No(s).
☐Bridge w/ Scour Analysis	Number	Br. Name(s) & No(s).
☐Bridge w/ Special Design or Retrofit	Number	Br. Name(s) & No(s).

Other DES functional units required for Structure Work

☒ Structure Hydraulics (include if bridge is over or adjacent to water)
☒ Preliminary Investigations (Structure Foundation Plan)
☒ Geotechnical Services (Structure Foundations)

Wall Design Data for Structure Design & Geotechnical Services

☐ Soundwall(s) Number	Est. Max. Ht Est. Length	☐ Standard Design	☐ Special Design
☐ Ret. walls(s) Number	Est. Max. Ht Est. Length	☐ Standard Design	☐ Special Design
☐ MSE Wall(s) Number 4ea	Est. Max. Ht Est. Length	☐ Standard Design	☐ Special Design

Geotechnical Services

Is Oversight for consultant prepared geotechnical reports required?

☒ Yes ☐ No

Has the Geotechnical Design Liaison or other geotechnical person been contacted?

☐ Yes ☒ No If yes, who?

Terrain	☐ Flat	☒ Rolling	☐ Mountainous	
Cuts:	Est. Max Height (ft)	Est. Volume (m^3):	☐ New	☐ Widen
Fills:	Est. Max Height (ft)	Est. Volume (m^3):	☐ New	☐ Widen

Sign Structures

☐ Overhead Sign Foundations	Number
☐ Changeable Message Sign Foundations	Number

Other:

☐ Special Studies (slope stability, rockfall, erosion, seepage, ground water, settlement, liquefaction, slipout repair, rock slope, etc.) Explain
☐ Existing Maintenance Problems: Explain:

Technical Specialist Design

Anticipated insertable plan sheet(s) check below:

☐ Culvert(s)	Number
☐ Barrier(s)	Number
☐ Signs and Overhead Structures	Number
☐ Other Design:	Explain:

Transportation Architecture Design

☐ Design New Building(s)	Explain:
☐ Remodel Existing Buildings(s)	Explain:
☐ Bridge Aesthetics Evaluation	Explain:
☐ Build scale model	Explain:
☐ Other Aesthetics work	Explain:

Electrical, Mechanical, Water & Wastewater Design

☐ Pumping Plants	Explain:
☐ Movable bridge, drawbridge	Explain:
☐ Lighting control system for facilities	Explain:
☐ Sanitary Systems	Explain:

Materials Engineering & Testing Services

Pavement

☐ Rigid	☐ Flexible	Average Grade	Average Superelevation
☐ Deflection Study Required		No. of Locations	Lane/miles to be tested

Consultation and Inspection

☐ Loop detectors	☐ Signal & Lighting Products	☐ Changeable Message Signs, Closed Circuit TV
☐ Concrete Bridge	☐ Steel Bridge	

Materials Engineering & Testing Services (Continued)

Corrosion Tests

☐ Soil	☐ Concrete	☐ Cathodic Protection System

Other

☐ Special Products:	Explain

Additional Studies, Investigations or Research from DES

Identify additional studies or investigations that may be required from DES Functional Units. **None.**

Prepared By: _____ **Date:** 9/19/2024_____

Please submit this form to DES, to the attention of the Project Liaison Engineer, Office of Project Delivery, in the subdivision of Program/Project & Resource Management.

DES will provide a Structure Cost Estimate Range, for each alternative and a resource summary estimate to be included in the project workplan.

Attachment 5:
Design Scoping Index

Design Scoping Index

Attach the project location map to index to show the location of all design improvements.

Today's Date:	09/19/2024
Status (Initial, Update):	Initial

General Information:

District:	County:	Route:	Post Mile	Project Number
04	SON	12	35.7/35.8	0424000064

Caltrans Project Manager	Austin Bossetti	Phone #	(510) 496-9003
Task Manager		Phone #	
Project Engineer		Phone #	
Design Functional Manager		Phone #	

General Project Description:	The project will construct new pedestrian facilities along Highway 12, between Donald Street and Encinas Lane within unincorporated Sonoma County outside of the City of Sonoma, to improve pedestrian safety. The project aims to close the existing gap in pedestrian and bicycle facilities. Improve safety for all modes of travel including, pedestrians, bicycles, and vehicles. Reduce traffic congestion and greenhouse gas emissions by reducing vehicular traffic demand.
Project Need:	Highway 12, specifically between Encinas Lane and Donald Street, lacks continuous sidewalks and safe crossing points, forcing pedestrians to walk on the roadway shoulders, with channelizers along edge of travelled way. This becomes especially hazardous near the Agua Caliente Creek Bridge where the roadway narrows. In addition, the Donald Street and Encinas Lane intersections with Highway 12, currently have critical accessibility issues as they lack ADA-compliant curb ramps and high visibility crosswalks. The inaccessibility of the existing pedestrian facilities creates barriers to mobility, especially for individuals with disabilities. Creating a transportation system that improves multimodal mobility, safety, and accessibility will promote active transportation and reduce local vehicular miles traveled (VMT). A reduction in VMT will help alleviate traffic congestion and greenhouse gas emissions.
Project Purpose:	The purpose of the Project is to: 1. Promote active transportation and provide connectivity for pedestrians through the construction of sidewalks, curb-ramps, crosswalks, bikeways, and a pedestrian bridge. 2. Improve safety for all modes of travel including, pedestrians, bicycles, and vehicles. 3. Reduce traffic congestion and greenhouse gas emissions by reducing vehicular traffic demand.

Item	Considerations	Yes/No/Specify	Comments (summarize pertinent information. assumptions and reference location of detailed information):
1. Project Setting (refer to Planning Scoping Checklist)	Rural or Urban?	Urban	
	Current Land Uses: (e.g., industrial, light industry, commercial, agricultural residential etc).	Highway/ Residential/	Residential and commercial/employment centers (Lazzarotto Mobile Home Park, Tiny Home Village, Oak Ridge Senior Apartments, Brookside Mobile Manor)
	Adjacent Land Uses:	Commercial/ Residential/ Communal	Boys & Girls Club, Sonoma Springs Community Hall, Arcadia Grove Mobile Park, Fiesta Plaza, Maxwell Village Shopping Center
	Existing Landscaping:	Yes	
	Designated or Eligible Scenic Highway	Yes	Eligible Scenic Highway per California State Scenic Highway System Map

The following pages are to be used for each alternative provided that the scope is significantly different. If a route has been adopted as a freeway, a decision must be made as to whether or not the project will address improvements to the existing traversable highway or move to construction of a freeway facility.

Item	Considerations		Yes/No/ Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Design Concept and Route Matters	1.	Design Concept?	Yes	Pedestrian Bridge
		Freeway/Expressway/ Conventional Highway	Yes	Project is along Highway 12 (Conventional Highway).
		Mixed highway and transit	No	
		Mixed highway and rail	No	
		Urban	Yes	
		Other		
	2.	Existing Route Adoption Date	N/A	
	3.	New Route Adoption Proposed?	No	
	4.	Existing Freeway Agreement Date	N/A	
	5.	New Freeway Agreement Proposed?	No	
	6.	Public Road Connection Proposed?	No	
Design Criteria	1.	Design speed for highway facilities within the project limit		
		mi/hr?	30 mph	N/A for Pedestrian Bridge. Assumed to be 30 mph per posted speed limit signs.
	2.	Design Period: (10 yr/15 yr/20 yr)	20 yr	
		Construction Year	2028	Anticipated
		Design Year	2048	Anticipated

	3.	Design Capacity - Level of Service to be maintained over the design period:	N/A	N/A for Pedestrian Bridge. Assumed to remain the same for Highway 12 as existing lane configurations will be maintained.
		Mainline	N/A	
		Ramp	No	
		Local Street	No	
		Weaving Sections	N/A	
	4.	Design Vehicle Selection	N/A	
		STAA	N/A	
		California	N/A	
		Bus	N/A	

Forecasted Average Daily Traffic volumes	TBD
Percent truck volume	3.6%

Proposed Roadbed and Structure Widths

	Roadbed Width			Structure Width		
State Highway	Existing	Proposed	Standard	Existing	Proposed	Standard
Lane widths/#	11’	11’	11’			
Left Shoulder	N/A	N/A	N/A			
Right Shoulder	8’	5’	8’			
Median Width						
Bicycle lane (Bike/Ped Path)	0’	6’ – 9.5’	6’		8’ (Pedestrian only)	8’ (Pedestrian only)
Sidewalk						
Planting strip						
Local Streets						
Lane widths/#						
Left Shoulder						
Right Shoulder						
Median Width						
Bicycle lane (Bike/Ped Path)						
Sidewalk						
Planting strip						

Item	Considerations		Yes/No/ Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Roadway Design Scoping	1. Mainline Operations	Main lane highway widening?	No	

		Existing pavement to be rehabilitated with Asphalt Concrete/Rubberized AC/PCC?	No	
		Widen existing facility from lanes to lanes.	No	
		Local street structures to span _4_ lanes.	No	
		Curb extensions	No	
		Shoulder improvements	Yes	The Project proposes to narrow shoulder widths to accommodate a new sidewalk in the southbound direction.
		Bicycle lanes	No	
		Pedestrian refuge islands	No	
		Sidewalks	Yes	Project proposes a new sidewalk in both northbound and southbound directions.
		Right of Way acquisition required for lanes.	No	
		Upgrade existing facility to: Expressway/Freeway/ Controlled Access Highway/ Traversable Highway Standards?	No	
		Improve Vertical Clearance	No	
		Adequate Falsework Clearance	No	N/A
		Traffic calming features	No	

Item	Considerations		Yes/No/ Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Roadway Design Scoping	2. Ramp/Street Intersection Improvements	New Signals?	No	
		Modify Existing Signals?	No	
		Right Turn Lanes	No	
		Widening for Localized Through lanes?	No	
		Merging Lanes?	No	
		Deceleration/ Acceleration lanes?	No	
		Left Turn Lanes?	No	
		>300 VPH Left Turn (Requires Double Left Turn Lane)	No	
		Interchange Spacing?	No	
		Ramps Intersect Local Street < 4% grade?	No	
		Intersection Spacing?	No	

		Exit Ramps >1,500 VPH (Requires two lane exit)	No	
		Single lane ramps exceeding 1000' widened to Two lanes	No	
		Curb Ramps?	Yes	Curb ramps will be installed/modified at Donald Street and Encinas Lane intersections.
		Pedestrian Facilities?	Yes	Pedestrian Bridge and sidewalks
		Other?		
Operational Improvements	Truck Climbing Lane	Sustained Grade exceeding 2% and Total Rise Exceeds 50'?	No	
		Other?		
	Auxiliary Lanes	2000' between Successive On-Ramps?	No	
		Two lane Exit Ramps have 1300' Auxiliary Lane?	No	
		Weaving < 2000' between off-ramp and on-ramp?	No	
		Other?		

Item	Considerations	Yes/No/ Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Right of Way Access Control	Existing access control extends at least 50 ft beyond end of curb return, radius or taper?	N/A	
	New construction access control extends at least 100' (urban areas) or 300' (rural areas) beyond end of curb returns, radius or taper?	N/A	
	Other?		
Highway Planting and Irrigation	Clearing and Grubbing?	Yes	Limits to be defined during PA&ED phase.
	Relocate Existing Irrigation Facilities? Highway Planting and Irrigation (including median and roadside)	No	
Roadside Management	Vegetation control treatments (road edge, guardrails, signs, drainage facilities, miscellaneous pavement narrow areas, etc.)	No	

	Modernization and clustering of facilities and hardware (removing and replacing other items), gore area pavement	Yes	Concrete barrier on the existing Agua Caliente Creek bridge will be replaced to a MASH compliant barrier with a railing.
	Rehabilitate gore area pavement and pavement beyond gore areas (remove and replace miscellaneous pavement and curbs	No	
	Contour grading, slope rounding, stepped slopes and topsoil reapplication	TBD	
	Side slopes/embankment slope	TBD	Impacts to side slopes at Agua Caliente Creek will be determined during the PA&ED phase.
Safety	Off-Freeway Access (gate, access road, and stairways)	No	
	Maintenance Vehicle Pull-Out	No	
	Adequate safety working conditions	Yes	
	Relocate roadside facilities/features (cabinets, poles, pull boxes and vaults) away from traffic	TBD	Impacts to existing roadside facilities/features will be determined in future phases of the project.
Hydraulics/ Stormwater (Refer to the Stormwater data sheet)	Erosion Control?	Yes	Erosion control measures will be determined during the PA&ED phase and defined in the PS&E phase.
	Drainage?	Yes	Drainage structures will be installed to maintain existing drainage patterns. Additional details will be provided in the PA&ED phase and finalized in the PS&E phase.
	Slope Design?	Yes	The main longitudinal slope will be 5% maximum with a 2 % maximum cross grade to convey water off the new structure and into existing drainage facilities.
Structures (Refer to Structures Scoping Checklist or APS)	New Bridge? Providing public access for recreational purposes must be fully considered for new bridges over navigable rivers.	Yes	Project proposes new pedestrian bridge over Agua Caliente Creek (not a navigable river).
	Bridge Rehabilitation?	No	
	Retaining Wall	No	
	Bicycle or Pedestrian Overcrossing/Undercrossing	No	
	Other		
	On STRAIN list for: Bridge No. 20-0024	TBD in PA&ED	
Other	Class I Bikeway (bicycle path)	No	

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Attachment 6:
Vehicle-Miles Traveled Decision Document (VMTDD)

Vehicle-Miles Traveled Decision Document (VMTDD)

Applicability: This form is required for PIDs prepared by Caltrans or partners for transportation projects with one or more alternatives that increase capacity and generate induced demand on the State Highway System (SHS) or within the SHS right-of-way, regardless of lead agency. It is not required for purely active transportation and transit projects. Most SHOPP projects do not require a VMTDD, however Districts are advised to carefully examine projects that have the potential to increase capacity, including those that combine SHOPP & non-SHOPP funding. Attachment A provides some examples of the types of SHOPP projects that could require a VMTDD.

If the project is not screened, upload the form as a Word file to Smartsheet for HQ review, as applicable. Upon review and agreement, obtain the required signatures under Approval Recommended and attach to the PID.

District/County/Route/PM: **04/SON/12/PM 35.7-35.8**
Project Name: **Donald Gap Pedestrian Improvements Project**
EA/EFIS Number: **EA 0X210**

1) Are all project alternatives screened as not likely to induce travel per Section 5.1.1 of the Transportation Analysis Under CEQA (TAC)? While most SHOPP projects do not need to complete a VMTDD, please refer to Attachment A for examples of SHOPP activities that ***may*** require a VMTDD and/or further justification for screening. HQ consultation may also be requested if necessary. If available, please provide detail of whether the project may facilitate a future capacity-increasing project within the next 20 years.

   ☐ NO - Proceed to Question 2.
   X YES – Cite screening criterion(ia):

   Per Transportation Analysis under CEQA Section 5.1.1(ii)
   "Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way".

   Stop here. The project is exempt from further VMT evaluation. Obtain district-level signatures and attach to the Project Initiation Document (PID). No headquarters concurrence is needed.

2) Do any of the project alternatives add lane-miles (mainline or aux lanes greater than 1 mile) to the State Highway System?

   ☐ NO - Continue to Question 3.
   ☐ YES – Provide estimate of new lane-miles for all alternatives and proceed to Question 4.

Alternative Number	Alternative Name	Lane-miles Added
1		
2		
3		
4		
5		
6		

3) Do any of the proposed alternatives add other capacity to the State Highway System (e.g., a new or widened interchange)?

☐ NO – Proceed to Question 4.
☐ YES – Describe and proceed to Question 4.

Alternative Number	Alternative Name	Capacity Added
1		
2		
3		
4		
5		
6		

4) Has induced VMT been estimated, as prescribed in Transportation Analysis Framework (TAF), Transportation Analysis Under CEQA (TAC), or other methods, for the project alternatives?

☐ NO – Proceed to Question 5.
☐ YES – Provide estimates and the methods from which they were obtained, and proceed to Question 5.

Alternative Number	Alternative Name	VMT Estimate	Estimation Method
1			
2			
3			
4			
5			
6			

5) Have VMT-reducing project elements or mitigation measures been identified?

☐ NO – Proceed to Question 6
☐ YES – Describe and proceed to Question 6:

6) What is the budget for VMT mitigation? Provide the dollar figure and rationale.

7) Provide estimated completion dates and points of contacts for the following technical studies to be produced in PA&ED and submitted to HQ.*

Document	Contact name	Contact e-mail	Scheduled date
Induced travel (VMT) methodology and results			
Mitigation plan			
Draft environmental document			
Final environmental document			

*Submissions to HQ are not required for projects in rural, non-MSA counties as defined in Table 3 of the TAF.

To Be Completed by HQ

Recommendation(s) to Project Development Teams (PDTs), Districts, and/or Partners

Project screened as unlikely to induce VMT ☐ YES ☐ NO

Approved by:

JS JGS FEB

07/14/2025

Christopher Caputo

Date

Deputy District Director, Environmental

Sze Lei Leong

07/16/2025

Cameron Oakes

Date

Deputy District Director, Planning

David Ambuehl
David Ambuehl (Jul 17, 2025 12:18 PDT)

07/17/2025

David Ambuehl

Date

Acting District Director