

Contra Costa Water District
Contra Costa Water District Trail Improvements Project

South-Central California Area Office

Date: August 16, 2011

To:	Wildlife Biologist	SCC 422	<u>8/17/11</u>	J Lewis	<u>SM</u>
	Supervisory Nat. Res. Specialist	SCC 411	<u>8/19/11</u>	C Siek	<u>Siek</u>
	Secretary	SCC 101		P Escobar	
	Chief, Resource Division	SCC 400	<u>8/19/11</u>	R English	<u>RE</u>
	<u>fa</u> Deputy Area Manager	SCC 102	<u>8/19/11</u>	L Myers	<u>LM</u>
	Natural Resource Specialist	SCC 412	<u>8/17/11</u>	M Eng	<u>ME</u>

Cost Authority Number: U1N-0863-8603-332-65-0-0 Key Code: 361

From: Mike Eng

Subject: Review and signing of Categorical Exclusion Checklist

Please review the attached CEC and route it according to the order on the list. When your review is finished, please date, initial and sign on the last page. However, if you have comments or questions please contact the Environmental Team or the proponent of the action. When everyone has signed the CEC, please return it to Mike Eng.

Thank you.

Ready for Central Files _____

Copies to: MP-3730 (1 Copy)

Project Lead (1 Copy): Jack Collins – SCC-452

CATEGORICAL EXCLUSION CHECKLIST

Contra Costa Water District Trail Improvements Project

South-Central California Area Office

August 16, 2011

Background: The Bureau of Reclamation (Reclamation) constructed the Contra Costa Canal (Canal) between the 1930's and the 1950's to supply irrigation water for local crops (Exhibit 1). The Canal and the Contra Costa Canal Trail (CCCT) which is aligned adjacent to the canal, are Reclamation-owned facilities. The CCCT provides pedestrian and bike access for local residents and visitors. The Contra Costa Water District operates and maintains both the Canal and CCCT on behalf of Reclamation.

Purpose and Need for Action: Currently, the City of Pleasant Hill (City) and CCWD consider the CCCT visibility inadequate as several accidents and near accidents have occurred between pedestrians and automobiles at several crossings. The purpose of the action is to improve visibility and manage traffic at CCCT crossings to ensure pedestrian and bicyclist safety.

Proposed Action: Reclamation proposes to issue CCWD, the City and their contractor(s) temporary and permanent easements to conduct work to improve trail safety at six locations where the CCCT crosses public roadways.

Specifically, the action involves Reclamation issuing to CCWD and the City a Construction in Advance of Easement Permit (Permit) for the construction of public safety improvements at CCCT Mileposts 43.5 (Chilpancingo Parkway), 42.5 (Viking Drive), 40.95 (Gregory Lane), 40.6 (Boyd Road), 39.9 (Oak Park Blvd.), and 39.4 (Putnam Blvd.) (Exhibit 1). The Permit will also facilitate Reclamation issuing CCWD and the City a permanent easement for the existing public crossings of the Canal at Gregory Lane and Boyd Road.

Typical heavy equipment that would be used during construction includes backhoes, concrete mixing trucks, and heavy trucks. All materials and/or debris would be hauled offsite to an acceptable waste facility. The improvements are summarized as follows:

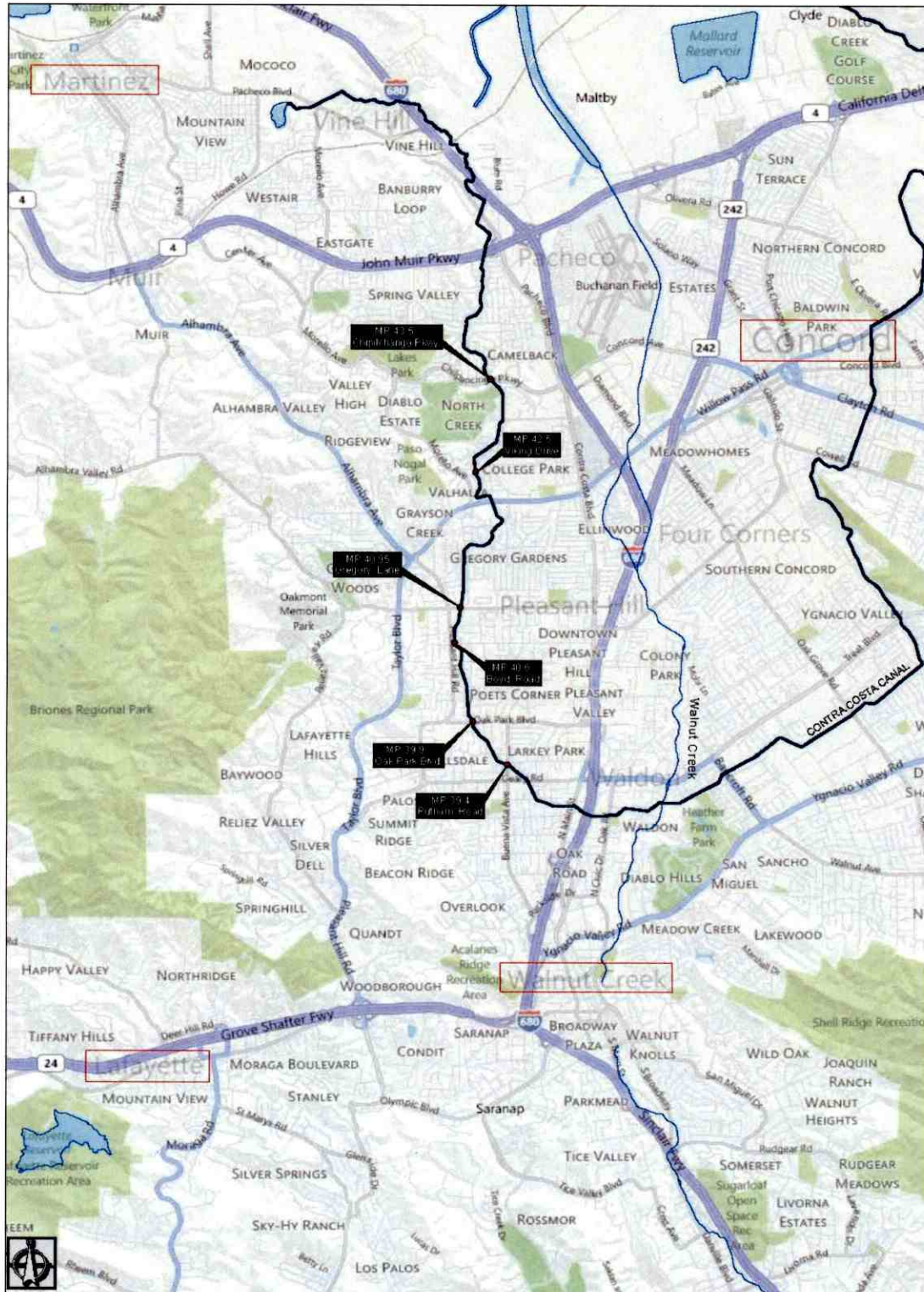
- CCCT at Chilpancingo Parkway Intersection: CCWD would install two new concrete curb ramps and an in-pavement flashing system at the trail crossing to protect pedestrians from traffic. No new ground disturbance would result (only removal of existing concrete, placement of new concrete over existing ground, and reshaping). A new concrete sidewalk section would be installed along the south side of Chilpancingo Parkway near the trail crossing location, and it would lie within the City's roadway ROW.
- CCCT at Viking Drive: The existing crossing would be realigned to improve visibility between motorists and the trail users. Additionally, two new curb ramps and an in-pavement flashing system would be installed at the crossing.
- CCCT at Gregory Lane: A new pedestrian traffic signal and two traffic signal poles, two new poles for pedestrian push buttons, new concrete and asphalt sections that match the existing curbs, new curb ramps and sidewalk would be installed.

- CCCT at Boyd Road: Existing concrete sidewalk would be removed and replaced with new concrete sidewalk, new curb ramps, in-pavement flashing system, and new bolted pedestrian crossing push button posts would be installed on both sides of the trail crossing.
- CCCT at Oak Park Boulevard: New concrete sidewalk, curb ramps, and an in-pavement flashing system would be installed in the existing asphalt path section.
- CCCT at Putnam Boulevard: Two new concrete curbs and an in-pavement flashing system would be installed at the trail crossing. No new disturbance outside the paved sections would be necessary for installation.

Exclusion Category: 516 DM 14.5 C (3). Minor construction activities associated with authorized projects which correct unsatisfactory environmental conditions or which merely augment or supplement, or are enclosed within existing facilities.

516 DM 14.5 D (10). Issuance of permits, licenses, easements, and crossing agreements which provide right-of-way over Bureau lands where action does not allow for or lead to a major public or private action.

Exhibit 1: Location Map



Legend

- Canal Intersection Points
- Contra Costa Canal

0 0.5 1 2 Miles



Evaluation of Criteria for Categorical Exclusion

- | | | | |
|--|-------------|----------------|-----|
| 1. This action would have a significant effect on the quality of the human environment. | No <u>X</u> | Uncertain ____ | Yes |
| 2. This action would have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources. | No <u>X</u> | Uncertain ____ | Yes |

Evaluation of Exemptions to Actions within Categorical Exclusion

- | | | | |
|--|-------------|----------------|-----|
| 1. This action would have significant adverse effects on public health or safety. | No <u>X</u> | Uncertain ____ | Yes |
| 2. This action would have significant impacts on such natural resources and unique geographical characteristics as historic or cultural resources; parks, recreation, and refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands; floodplains; national monuments; migratory birds; and other ecologically significant or critical areas. | No <u>X</u> | Uncertain ____ | Yes |
| 3. This action would have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks. | No <u>X</u> | Uncertain ____ | Yes |
| 4. This action would establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects. | No <u>X</u> | Uncertain ____ | Yes |

- | | | | |
|--|-------------|----------------|-----|
| 5. This action would have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects. | No <u>X</u> | Uncertain ____ | Yes |
| | | | |
| 6. This action would have significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places as determined by the bureau (in coordination with a Reclamation cultural resources professional). | No <u>X</u> | Uncertain ____ | Yes |
| | | | |
| 7. This action would have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have significant impacts on designated critical habitat for these species. | No <u>X</u> | Uncertain ____ | Yes |
| | | | |
| 8. This action would violate a Federal, State, local, or tribal law or requirement imposed for protection of the environment. | No <u>X</u> | Uncertain ____ | Yes |
| | | | |
| 9. This action would affect Indian Trust Assets (ITA) (To be completed by Reclamation official responsible for ITA). | No <u>X</u> | Uncertain ____ | Yes |
| | | | |
| 10. This action would have a disproportionately high and adverse effect on low income or minority populations. | No <u>X</u> | Uncertain ____ | Yes |
| | | | |
| 11. This action would limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites. | No <u>X</u> | Uncertain ____ | Yes |

12. This action would contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species.

No X Uncertain ____ Yes

NEPA Action: Categorical Exclusion X

Environmental commitments, explanation, and/or remarks:

☐ Yes ☒ No Environmental commitments are required and attached.

☐ San Joaquin Kit Fox Avoidance and Minimization Measures

☐ Giant Garter Snake Avoidance and Minimization Measures

☐ California Tiger Salamander Avoidance and Minimization Measures

☐ California Red-Legged Frog Avoidance and Minimization Measures

☐ Other:

Air Quality: N/A

Prepared by:


_____Date: 8/19/11

South-Central California Area Office

Regional Archeologist concurrence with Item 7:
See attachment.ITA Designee concurrence with Item 10:
See attachment.

Concur:


_____Date: Aug 17, 2011


Wildlife Biologist, South-Central California Area Office

Concur:


_____Date: 8/19/11

Supervisory Natural Resources Specialist, South-Central California Area Office

Concur:


_____Date: 8/19/11

Chief, Resources Management Division, South-Central California Area Office

Approved:


for _____Date: 8/19/11

Deputy Area Manager, South-Central California Area Office



United States Department of the Interior

BUREAU OF RECLAMATION
1243 "N" Street
Fresno, CA 93727



August 11, 2011

MEMORANDUM

To: Michael Eng
Natural Resources Specialist

From: Jennifer L. Lewis
Endangered Species Act Branch

Subject: No-Effect Determination for *Contra Costa Water District Trail Improvements Project* (CEC-11-058)

The Bureau of Reclamation (Reclamation) has reviewed Contra Costa Water District's (District) Trail Improvements Project, located in the City of Pleasant Hill, California (the City), for potential impacts to biological resources. CCWD maintains the Contra Costa Canal Trail (CCCT) (on Reclamation's behalf), and per the request of the City, proposes to improve visibility and manage traffic at several road crossings to ensure pedestrian and bicyclist safety. The City would implement all improvements.

Reclamation proposes to grant CCWD and the City temporary and permanent easements for trail safety improvements and maintenance at 6 locations (Table 1), where the CCCT crosses public roadways (Figure 1).

Table 1. Mileposts Along the Contra Costa Canal Proposed for Trail Improvement.

Milepost	Intersection	Improvement	
		Description	Figure
43.5	Chipilchango Pkwy	Temporary construction easement from Reclamation for two new concrete curb ramps and in-pavement flashing system	2
42.5	Viking Dr	Temporary construction easement from Reclamation for realignment of crossing so perpendicular to roadway, two new curb ramps, and an in-pavement flashing system	3
40.95	Gregory Ln	Temporary and permanent construction easement from Reclamation for new pedestrian traffic signals, two traffic signal poles, two pedestrian push button poles, asphalt sections to match existing curbs, as well as new curb ramps and sidewalk	4
40.6	Boyd Rd	Temporary and permanent construction easement from Reclamation for replacement and new concrete sidewalk, curb ramps, in-pavement flashing system, and bolted pedestrian crossing push button posts	5
39.9	Oak Park Blvd	Temporary construction easement from Reclamation for new concrete sidewalk, curb ramps, and in-pavement flashing system	6
39.4	Putnam Blvd	Temporary construction easement from Reclamation for two new concrete curbs and in-pavement flashing system	7

Road crossing improvements would vary by location (Table 1), but include new safety features such as pedestrian signals, in-pavement flasher systems, pedestrian-actuated light-emitting-diode (LED) signs, pavement striping, concrete curb extensions (bulb-out), concrete curb ramps, and concrete sidewalks, and asphalt concrete conform (to level out uneven walking surfaces). Small sections of existing concrete

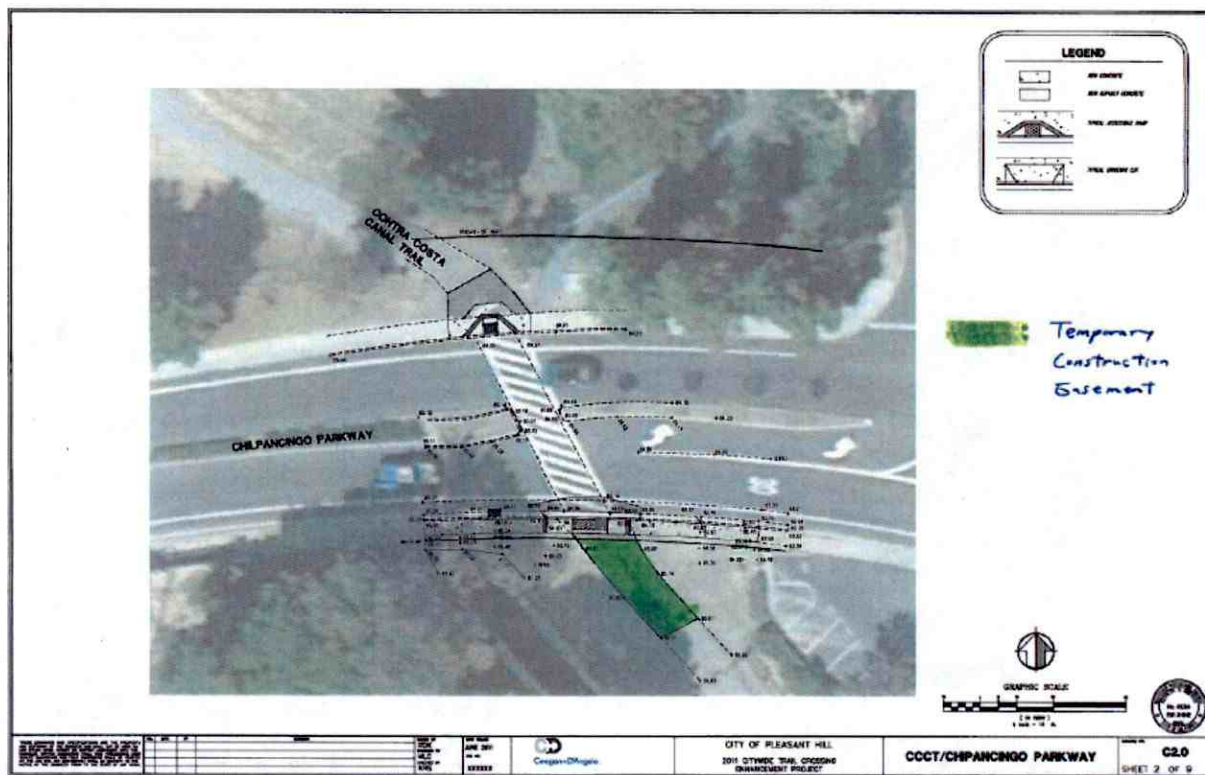


Figure 2. Draft representation for Chipilchango Pkwy showing construction easement and other safety enhancements along the Contra Costa Canal Trail.

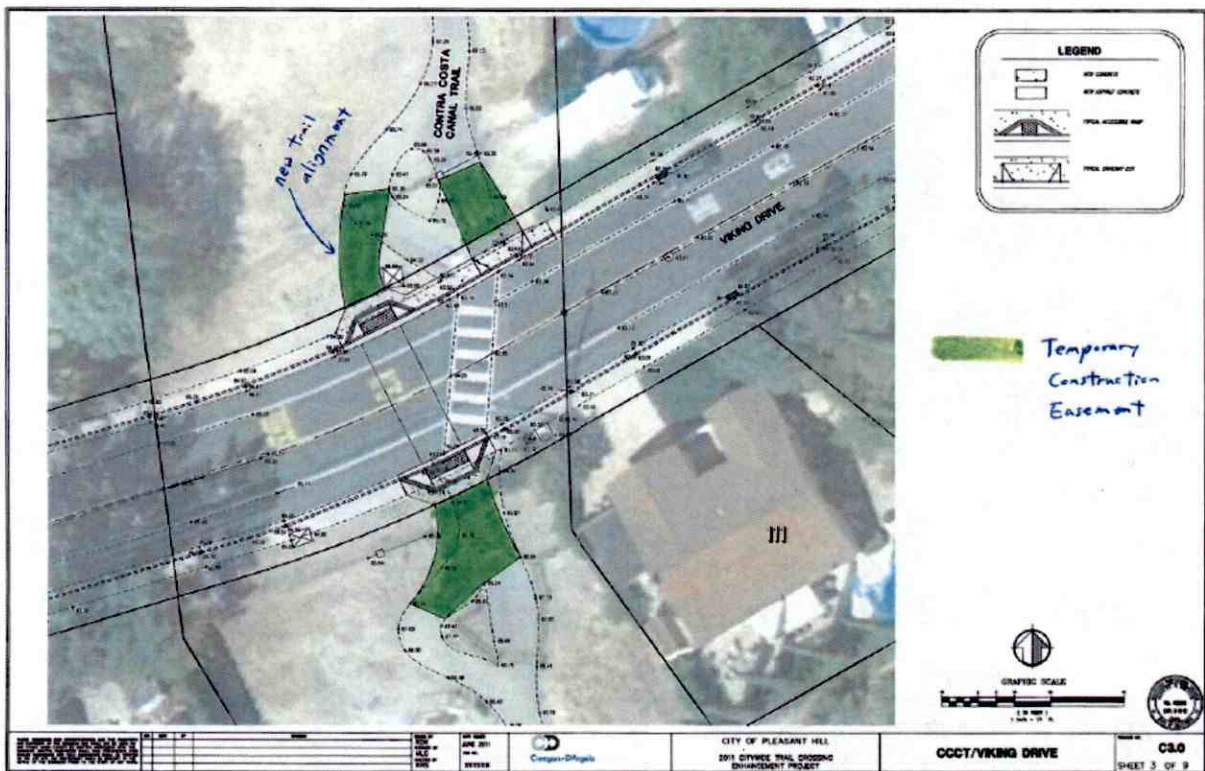


Figure 3. Draft representation for Viking Dr showing construction easement and other safety enhancements along the Contra Costa Canal Trail.

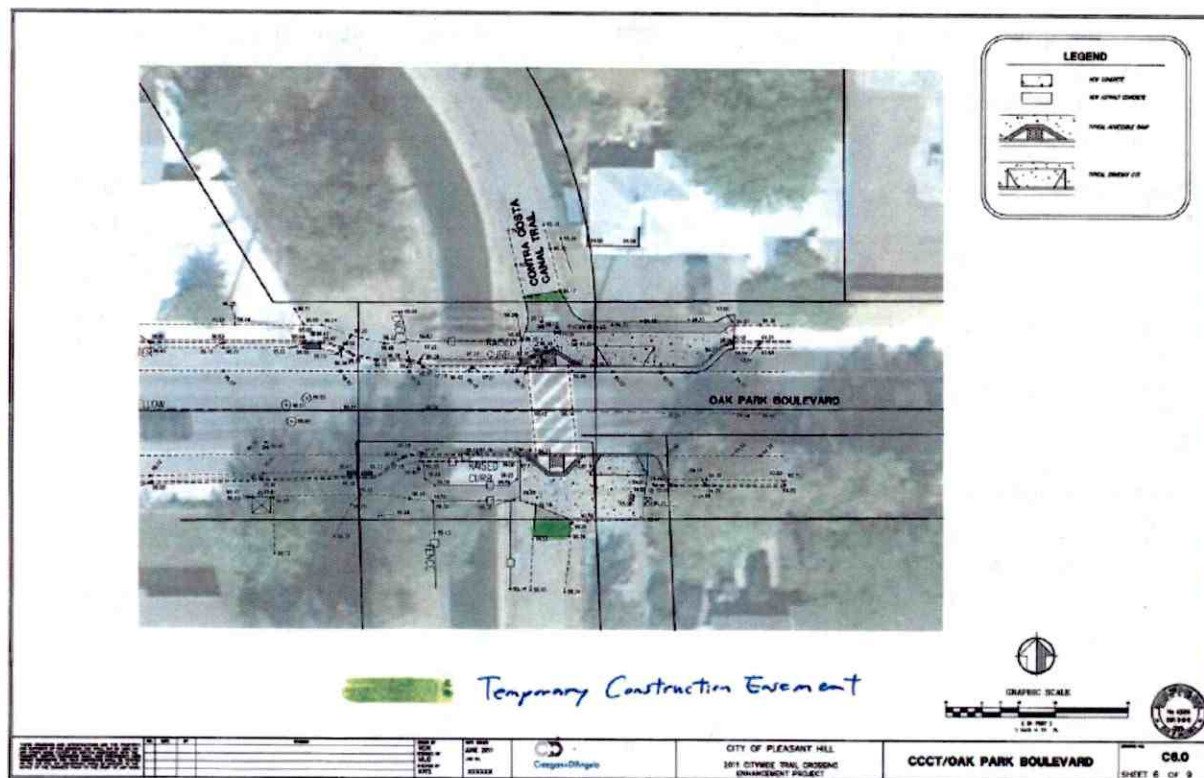


Figure 6. Draft representation for Oak Park Blvd showing construction easement and other safety enhancements along the Contra Costa Canal Trail.

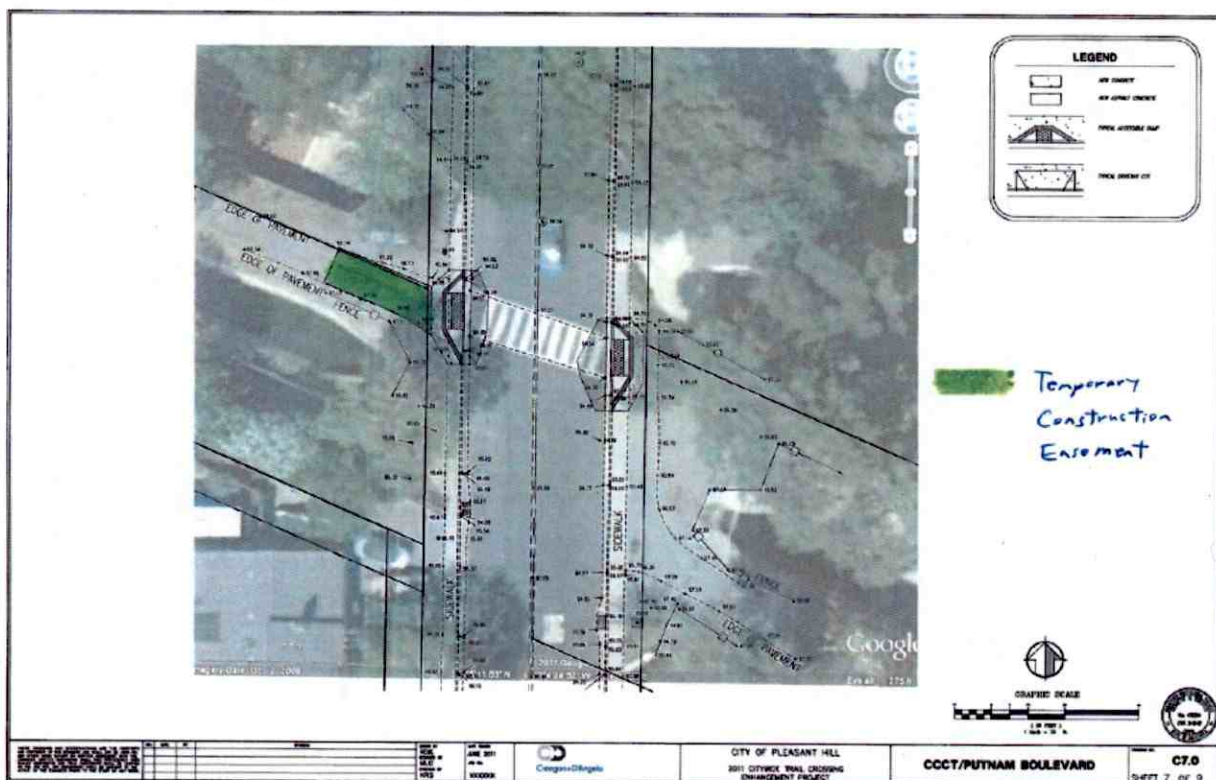


Figure 7. Draft representation for Putnam Blvd showing construction easement and other safety enhancements along the Contra Costa Canal Trail.

Eng, Michael S

From: Rivera, Patricia L
Sent: Monday, July 25, 2011 8:50 AM
To: Eng, Michael S
Subject: RE: Request for ITA/CR determinations: Contra Costa Water District Trail Safety Project CEC 11-058

Mike,

I reviewed the proposed action to grant Contra Costa Water District and the City and their contractor(s) temporary and permanent easements to conduct work to improve trail safety at 6 locations where the CCCT crosses public roadways and maintain these areas.

Specifically, the action involves USBR issuing a Permit with Easement to Follow (Permit) for the construction of public safety improvements at six (6) trail crossings of the Contra Costa Canal (Canal) at Mileposts (MP) 43.5 (Chilpancingo Parkway), 42.5 (Viking Drive), 40.95 (Gregory Lane), 40.6 (Boyd Road), 39.9 (Oak Park Blvd.), and 39.4 (Putnam Blvd.). The Permit will also facilitate USBR granting the City a permanent easement for the existing public crossings of the Canal at Gregory Lane and Boyd Road. In addition, CCWD would issue a temporary encroachment permit to Pleasant Hill for temporary staging areas for the construction of the public safety enhancements. CCWD will also inspect the project to its completion.

The actual improvements installed would vary by location, but would include new safety features such as pedestrian signals, in-pavement flasher systems, pedestrian-actuated light-emitting-diode (LED) signs, pavement striping, concrete curb extensions (bulb-out), concrete curb ramps, and concrete sidewalks, and asphalt concrete conform (to level out uneven walking surfaces). To accomplish these improvements, small sections of existing concrete sidewalks and curbs would be demolished and replaced with ramp improvements and improved sidewalks, including asphalt concrete conform. Signals, signs, and flasher systems would be new additions to the trail system. Typical heavy equipment that would be used during construction includes backhoes, concrete mixing trucks, and heavy trucks. All materials and/or debris would be hauled offsite to an acceptable waste facility. Construction is expected to last approximately 4 weeks.

The improvements are summarized as follows:

CCCT at Chilpancingo Parkway Intersection: CCWD would install two new concrete curb ramps and an in-pavement flashing system at the trail crossing to protect pedestrians from traffic. No new ground disturbance would result (only removal of existing concrete and reshaping). A new concrete sidewalk section would be installed along the south side of Chilpancingo Parkway near the trail crossing location, and it will lie within the City's roadway right of way.

CCCT at Viking Drive: The existing crossing would be realigned to improve visibility between motorists and the trail users. Additionally, two new curb ramps and an in-pavement flashing system would be installed at the crossing.

CCCT at Gregory Lane: A new pedestrian traffic signal and two traffic signal poles, two new poles for pedestrian push buttons, new concrete and asphalt sections that match the existing curbs, new curb ramps and sidewalk.

Eng, Michael S

From: Nickels, Adam M
Sent: Tuesday, July 26, 2011 9:58 AM
To: Eng, Michael S
Cc: Siek, Charles R; Mark Seedall; Barnes, Amy J; Bruce, Brandee E; Dunay, Amy L; Fogerty, John A; Goodsell, Joanne E; Leigh, Anastasia T; Perry, Laureen (Laurie) M; Soule, William E; Williams, Scott A
Subject: CEC 11-058 CCWD District Trail Improvements Project

Project No. 11-SCAO-220

Michael:

The proposed undertaking to grant access to CCWD and its contractors to Reclamation land for the purpose of conducting in-trail improvements to a paved trail identified as the Contra Costa Canal Trail adjacent the Contra Costa Canal has no potential to cause effects to historic properties pursuant to the Section 106 implementing regulations at 36 CFR Part 800.3(a)(1).

The proposed actions will involve relatively minor improvements to six locations along the paved trail all located at areas where the trail intersects with a road. The improvements are intended to add to the public safety of the trail. All actions will involve work associated with the existing paved section of the trail within the heavily disturbed contexts of the existing trail. There is no ground disturbance associated with this action in undisturbed contexts. The proposed actions include repairing concrete sidewalks and curbs, repairing asphalt and adding signs – signals – and flasher systems.

After review the CEC 11-058 – titled “Contra Costa Water District Trail Improvements Project;” dated July 20, 2011, I concur with line 7 of that CEC.

Exclusion Category: 516 DM 14.5 C(3)

This email memo is intended to convey the conclusion of the Section 106 process for this undertaking. Please retain a copy of this memo with the CEC file. Thank you for providing the opportunity to comment on this action.

Sincerely,

Adam M. Nickels - Archaeologist - M.S.
Phone: 916.978.5053 - Fax: 916.978.5055 - www.usbr.gov

RECLAMATION - Mid-Pacific Regional Office MP-153 2800 Cottage Way - Sacramento, California 95825

