

STAFF REPORT

DATE: August 29, 2023

TO: City Council

FROM: Dianna Jensen, Acting Director of PWET / City Engineer
Melissa Marshall, Principal Civil Engineer

SUBJECT: Mace Boulevard Reconstruction Contract Award CIP ET8257 and Acknowledgement of the California Environmental Quality Act Categorical Exemption

Executive Summary

This item is the last in a series of actions by the City Council to bring resolution to this corridor's design and construction. The redesign process began in 2019 in response to concerns on the original projects' effect on traffic flow. The scope of the Mace Boulevard Improvement project that began construction in 2018 was to resurface Mace and improve non-motorized transportation along the corridor and between the neighborhoods east and west of Mace Blvd, particularly increasing levels of bicycling to Pioneer Elementary School. After construction, in response to community concerns and traffic flow challenges, the City dedicated staff and resources to engage with the community and key stakeholders, including Yolo County, to arrive at a project that strikes the right balance of vehicular and bike/pedestrian access and safety, while addressing fundamental challenges of I-80 congestion impacts on our local road network as has been prevalent with the use of traffic apps that reroute drivers through Tremont Road and up Mace Boulevard when traffic slows on the I-80 corridor. We are pleased to be bringing this construction award to Council and moving forward with improving all transportation modes in this corridor.

Recommendations

Option A (Without optional cycle track extension)- Approve the attached Resolution A which:

1. Awards the project Mace Blvd Reconstruction Contract - Option A to McGuire & Hester in the amount of \$2,009,820 with a construction contingency of 10% (\$201,000) and authorizes the City Manager to execute the contract; and
2. Authorize the City Manager to approve an additional 5% (\$100,500) for contingency later if the project if it is needed and funding is available; and
3. Authorize the City Manager to approve the Budget Revision moving \$1,038,000 from the 2022/23 Pavement Rehabilitation Project, CIP ET8250, into CIP ET8257, and \$100,000 from the streets operational budget for projects, program 7252; and
4. Acknowledges that the California Environmental Quality Act (CEQA) Categorical Exemption that was filed for the original project is still active and no further action is needed.

OR

Option B (With optional cycle track extension)- Approve the attached Resolution B which:

1. Awards the project Mace Blvd Reconstruction Contract- Option B to McGuire & Hester in the amount of \$2,199,590 with a construction contingency of 10% (\$220,000) and authorizes the City Manager to execute the contract; and
2. Authorize the City Manager to approve an additional 5% (\$110,000) for contingency later if the project if it is needed and funding is available; and
3. Authorize the City Manager to approve the Budget Revision moving \$1,246,770 from the 2022/23 Pavement Rehabilitation Project, CIP ET8250, into CIP ET8257, and \$100,000 from the streets operational budget for projects, program 7252; and
4. Acknowledges that the California Environmental Quality Act (CEQA) Categorical Exemption that was filed for the original project is still active and no further action is needed.

Fiscal Impact

Funding for this work will come from funds allocated to CIP No. ET8257, Mace Blvd Corridor Phase II project, which is funded by Construction Tax (200) from development, Roadway Impact Fees (485) from development, Gas Tax (109), and Redevelopment Successor Agency funds (476).

The total project cost for Phase 1a Option A is shown in the table below.

Table 1: Total Project Cost Phase 1a – Option A

Activity	Amount	Previously Encumbered or Expended	Total Cost
Engineering Design Services previously approved		\$589,180	\$589,180
Engineering Staff time to date		\$30,000	\$30,000
Construction	\$2,009,820		\$2,009,820
Construction Contingency	\$201,000		\$201,000
Construction Management and Inspection	\$100,000		\$100,000
Staff time to support Construction and Project Close out	\$30,000		\$30,000
Total Project Cost Phase 1a- Option A	\$2,340,820	\$619,180	\$2,960,000

The total project cost for Phase 1a Option B is shown in the table below.

Table 2: Total Project Cost Phase 1a – Option B

Activity	Amount	Previously Encumbered or Expended	Total Cost
Engineering Design Services previously approved		\$589,180	\$589,180
Engineering Staff time to date		\$30,000	\$30,000
Construction	\$2,199,590		\$2,199,590
Construction Contingency	\$220,000		\$220,000
Construction Management and Inspection	\$100,000		\$100,000
Staff time to support Construction and Project Close out	\$30,000		\$30,000
Total Project Cost Phase 1a- Option B	\$2,549,590	\$619,180	\$3,168,770

The current available budget for CIP ET8257 is \$1,822,000. The estimated total project cost estimate for option A is \$2,960,000. Option B is estimated to be roughly 5%-10% higher, with a total project cost of \$3,168,770. Additional funds are needed to approve either Option A or B. A budget revision of \$1,138,000 is needed to award Option A and \$1,346,770 is required to award Option B. The budget revisions will come from CIP ET8250 and program 7252 as noted in the recommendations.

With the initiation of construction of several new developments recently, Finance staff anticipates additional revenue coming into both the Construction Tax fund and the Development Impact Fee funds, including roadway impacts fees, from developments. These revenues are expected to cover the project costs. Staff will bring forward a budget adjustment at mid-year to backfill the funds being advanced from CIP ET8250.

Council Goal

This item is identified in the Council Focus Item: Mace Blvd Corridor. The description of the focus item is to finalize technical discussions with Yolo County, hold a community meeting and bring recommended plans for action to the Council. We have completed the first two of these three items and this report and subsequent presentation satisfy the third.

Commission Actions

The action to award a construction contract is in the direct purview of the City Council. The BTSSC has met on this project at key stages, including most recently on February 10, 2022 and September 8, 2022 to make recommendations to the City Council on preferred design parameters. That input was conveyed to the City Council in prior staff reports leading ultimately to the City Council action on March 21, 2023 to direct staff to put the project out to bid with design alternatives for Option A and Option B.

Background and Analysis

The background for this project, including why we are re-analyzing the corridor, is documented in the April 23, 2019 staff report to City Council which can be viewed here: <http://documents.cityofdavis.org/Media/Default/Documents/PDF/CityCouncil/CouncilMeetings/Agendas/20190423/06-Design-Revisions-Mace-Blvd-Corridor.pdf>

The direction from Council and subsequent actions was provided in the background section of the March 15, 2022 staff report to Council which can be viewed here: <https://documents.cityofdavis.org/Media/Default/Documents/PDF/CityCouncil/CouncilMeetings/Agendas/2022/2022-03-15/06-Mace-Blvd-Conceptual-Re-Design-CIP-8257.pdf>

On March 21, 2023 the City Council, after holding a hearing on the proposed final design parameters, directed staff to put the project out for bid for construction. <https://documents.cityofdavis.org/Media/Default/Documents/PDF/CityCouncil/CouncilMeetings/Agendas/2023/2023-03-21/07-Mace-Re-Design-Plan-Approval-CIP-8257.pdf>

The conceptual items to be included in design are listed again here:

Phase 1a will include:

1. Two full-width southbound traffic lanes between Cowell Blvd. and N El Macero Dr. (with a one-way, Class 4 protected bike lane and modified median) for the benefit of public safety and farm vehicles. This includes reducing the width of the median and adding some additional landscaping.
2. Modifications to the striping between San Marino Ave. and N. El Macero Dr. to accommodate two northbound travel lanes along the full length of the roadway while maintaining the bike buffers.
3. Modifications to the protected intersection at Cowell/Mace, including accommodation for truck-turning radii and modifications to the signal timing and operations.
4. Reduction or reconfiguration of the islands at San Marino Ave. and replacement of the flashing red beacon with less obtrusive device.
5. Modifications to on-street parking on the west side of Mace Blvd. south of N. El Macero Dr. to San Marino Ave. to accommodate access/wheelchairs at more regular intervals.
6. Two full-width northbound traffic lanes between N El Macero Dr. and Cowell Blvd.

Phase 1b (to occur after Phase 1a is complete) will include:

1. Pilot project metering traffic light simulation at Tremont Rd. and Mace Blvd. (and 30 days later at Montgomery Ave and Mace Blvd.), with details approved by and full participation in planning by city and county (including development of “decision”

metrics for which of the two locations piloted will be evaluated). City will pay the costs. City and county will each independently determine whether or not to commit to a permanent project based upon factors, such as traffic improvement, impact of the signal on residents and businesses and any unintended consequences.

Phase 2 may include:

1. Adding two northbound travel lanes from Redbud Dr. to San Marino Ave. after determination of successful traffic light pilot and City/County agreement for permanent metering light.
2. Continued consideration of additional right turn lane northbound at Cowell Blvd. in the future.
3. Other project modifications not covered in the above and as described in the exhibits.

And, as a reminder, design Option B includes an optional extension of the two-way cycle track on the west side and removal of the landscaped center median between Cowell and North El Macero. Should design Option A be pursued at this time the City would have the ability to incorporate the cycle track extension in the future. The cost to do this as a future stand-alone project would likely be higher than the incremental cost of pursuing it as part of this construction contract.

The following bids were received at the August 3, 2023 bid opening:

Bidder	Option A Bid	Option B Bid	Total Bid
McGuire and Hester, Sacramento, CA	\$2,009,820	\$2,199,590	\$4,209,410
Lister Construction, Inc., Vacaville, CA	\$2,452,212	\$2,378,722	\$4,830,934
Ghilotti Bros., Inc., San Rafael, CA	\$3,111,611	\$3,339,571	\$6,451,182
Engineer's Estimate	\$1,259,070	\$1,315,310	\$2,574,380

The project was put out to bid in July, 2023 after the design of the optional cycle track extension was completed. The soonest construction can start is mid to late September due to the time required to complete construction award documents and contract execution. Given the extent of work and the working days needed to complete the project would result in completion during the winter. The cold weather in the winter has been problematic for paving and slurry seals which has historically led to projects needing to be “winterized”, or put on hold until warmer weather in the spring. Therefore, staff requested that the contractors complete the work on an accelerated schedule to complete before the winter. The accelerated work schedule will allow for work in the project limits between the hours of 7:00 a.m. to 3:30 p.m. Monday through Friday. Work would also be permitted from 9:00 p.m. to 5:00 a.m. Sunday-Thursday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. This schedule allows work to proceed at a fast pace

while minimizing peak afternoon traffic flows. With this schedule, assuming a construction start date of mid-September, construction will be wrapped up by mid-November, 2023, barring any unforeseen delays due to weather or other conditions outside of the contractor's control. The costs for an accelerated schedule were not included in the original engineer's estimate, and is the primary reason why the bids were higher than the engineer's estimate.

The CEQA documentation filed for the original project was a categorical exemption. We have reviewed the new scope with the environmental consultant and they have confirmed that this is still the appropriate document.

Communications Plan

Staff has developed and will continue to refine in the coming weeks a robust outreach and communications program for this project that includes distribution of mailers to area residents and affected businesses, email announcements to the Mace email communications list, Yolo County, and the Chamber of Commerce, regular updates to the dedicated Mace project webpage, project announcements in the Davis Enterprise, and weekly notifications on City social media channels and Nextdoor. Door hangers will be utilized for residents and businesses that will be directly affected, within 72 hours of the work, along with targeted in-person communications as appropriate.

Staff have been in communication with DJUSD to initiate coordination with this project, and will continue to be in contact with the school district to communicate and minimize impacts to walking and biking routes during construction. The contractor will be working with the crossing guards to provide safe passage across Cowell Blvd during school commutes, and at least one east to west crossing shall be made available at all times at the Cowell and Mace Blvd intersection during school hours.

To assist with impacts to traffic for residents and those working or traveling through Davis, staff will provide project information to the CalTrans District 3 Public Information Officer, WAZE and Sacramento 511, which feeds information to Google and Apple maps. Staff will also work with the County to provide signage on Tremont Road regarding the upcoming work to help deter commuters from using Mace Blvd to bypass traffic on I-80.

Staff recommends authorizing the City Manager to approve the budget revision authorization and award the project. Rejecting bids and rebidding later will delay the project and will result in more staff and consultant time to reject and rebid the project., construction costs continue to fluctuate and it is not expected that costs will decrease in the future.

Attachment(s)

1. Resolution Option A
2. Resolution Option B
3. Environmental Categorical Exemption/Exclusion

RESOLUTION NO. 23-XXX, SERIES 2023

**RESOLUTION AWARDING CONTRACT TO MCGUIRE AND HESTER,
FOR CONSTRUCTION OF THE MACE BLVD RECONSTRUCTION PROJECT, CIP
NO. 8257 AND AUTHORIZING CITY MANAGER TO EXECUTE CONTRACT AND
ACKNOWLEDGING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
CATEGORICAL EXEMPTION**

WHEREAS, in 2019, the Mace Blvd project, partially financed with Active Transportation grant funding from SACOG was originally completed; and

WHEREAS, citizens living along and near the Mace Blvd corridor communicated via email and attendance at Community meetings, their frustration with the traffic congestion along the corridor as the construction project was finalized; and

WHEREAS, the City Council agreed to evaluate the new design and determine if modifications could be made to improve traffic flow while maintaining bike and pedestrian safety benefits; and

WHEREAS, staff, via a competitive consultant selection process, selected Fehr and Peers as an on-call design consultant for engineering projects; and

WHEREAS, in October 2019, the first task order to Fehr and Peers, in the amount of \$104,330 was issued to begin the study of the redesign and an addition task order in the amount of \$249,950 was issued in January 2020 to take the preliminary concepts to a 30% design and evaluate the existing environmental documentation; and

WHEREAS, in July 2020, a community meeting was held where the 30% design concepts were shared with the public instigated additional feedback from citizens and Yolo County staff and further evaluation was pursued through multiple meetings with County staff; and

WHEREAS, in January 2022, a community meeting was held where the new modified concepts were shared and comments received; and

WHEREAS, in February 2022, staff presented the concepts and community concepts to the Bicycle, Transportation and Street Safety Commission and have included their recommendations in the staff report; and

WHEREAS, on March 15, 2022, City Council authorized the City Manager to issue a task order to Fehr and Peers in the not to exceed amount of \$500,000 for CIP No. 8257; and

WHEREAS, on March 21, 2023 staff presented the 100% plans to City Council for the base bid for Phase 1a and also presented a proposal from Fehr & Peers to design the additional alternative for bidding for a two-way cycle track; and

WHEREAS, on March 21, 2023, the City Council authorized the City Manager to issue Amendment No. 2 to Task Order No. 3 to Fehr and Peers for \$45,000 for CIP No. 8257 to design an additional alternative for bidding for a two-way cycle track which brings the total redesign effort up to a potential of \$589,180; and

WHEREAS, the City of Davis did call for bids for the Mace Blvd Reconstruction project, CIP No. 8257; and

WHEREAS, City Staff did publicly open and read said bids at 2:00 p.m. on August 3, 2023; and

WHEREAS, it has been determined that the lowest responsible bidder responsive to the plans and specifications is McGuire and Hester, whose total bid (Option A bid at \$2,009,820 plus Option B Bid at \$2,199,590), is \$4,209,410.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Davis does hereby resolve as follows:

1. The City Council of the City of Davis does hereby accept the bid received from McGuire and Hester and awards the Option A project in the amount of \$2,009,820 for the Mace Blvd Reconstruction project, CIP ET8257; and
2. The sum of \$201,000 be and is hereby allocated from project funds for contingency purposes; and
3. The City Manager is authorized to execute the contact; and
4. The City Manager is authorized to allocate an additional 5% (\$100,500) of the construction amount for contingency should it be needed; and
5. The City Manager is authorized to complete a budget revision to transfer \$1,038,000 from General Fund (GF) CIP 8250 (Fund 012) and \$100,000 from the streets operational budget for projects, program 7252, into CIP ET8257; and
6. The City Council of the City of Davis does hereby acknowledge the determination on the Caltrans CEQA Exemption/ NEPA Categorical Exclusion Determination Form; and
7. All terms, conditions and covenants of said contract be and the same are hereby approved, ratified, and confirmed.

PASSED AND ADOPTED by the City Council of the City of Davis on this 29th day of August, 2023, by the following vote:

AYES:

NOES:

ATTEST:

Zoe S. Mirabile, CMC
City Clerk

Will Arnold
Mayor

RESOLUTION NO. 23-XXX, SERIES 2023

**RESOLUTION AWARDING CONTRACT TO MCGUIRE AND HESTER,
FOR CONSTRUCTION OF THE MACE BLVD RECONSTRUCTION PROJECT, CIP
NO. 8257 AND AUTHORIZING CITY MANAGER TO EXECUTE CONTRACT AND
ACKNOWLEDGING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
CATEGORICAL EXEMPTION**

WHEREAS, in 2019, the Mace Blvd project, partially financed with Active Transportation grant funding from SACOG was originally completed; and

WHEREAS, citizens living along and near the Mace Blvd corridor communicated via email and attendance at Community meetings, their frustration with the traffic congestion along the corridor as the construction project was finalized; and

WHEREAS, the City Council agreed to evaluate the new design and determine if modifications could be made to improve traffic flow while maintaining bike and pedestrian safety benefits; and

WHEREAS, staff, via a competitive consultant selection process, selected Fehr and Peers as an on-call design consultant for engineering projects; and

WHEREAS, in October 2019, the first task order to Fehr and Peers, in the amount of \$104,330 was issued to begin the study of the redesign and an addition task order in the amount of \$249,950 was issued in January 2020 to take the preliminary concepts to a 30% design and evaluate the existing environmental documentation; and

WHEREAS, in July 2020, a community meeting was held where the 30% design concepts were shared with the public instigated additional feedback from citizens and Yolo County staff and further evaluation was pursued through multiple meetings with County staff; and

WHEREAS, in January 2022, a community meeting was held where the new modified concepts were shared and comments received; and

WHEREAS, in February 2022, staff presented the concepts and community concepts to the Bicycle, Transportation and Street Safety Commission and have included their recommendations in the staff report; and

WHEREAS, on March 15, 2022, City Council authorized the City Manager to issue a task order to Fehr and Peers in the not to exceed amount of \$500,000 for CIP No. 8257; and

WHEREAS, on March 21, 2023 staff presented the 100% plans to City Council for the base bid for Phase 1a and also presented a proposal from Fehr & Peers to design the additional alternative for bidding for a two-way cycle track; and

WHEREAS, on March 21, 2023, the City Council authorized the City Manager to issue Amendment No. 2 to Task Order No. 3 to Fehr and Peers for \$45,000 for CIP No. 8257 to design an additional alternative for bidding for a two-way cycle track which brings the total redesign effort up to a potential of \$589,180; and

WHEREAS, the City of Davis did call for bids for the Mace Blvd Reconstruction project, CIP No. 8257; and

WHEREAS, City Staff did publicly open and read said bids at 2:00 p.m. on August 3, 2023; and

WHEREAS, it has been determined that the lowest responsible bidder responsive to the plans and specifications is McGuire and Hester, whose total bid (Option A bid at \$2,009,820 plus Option B Bid at \$2,199,590), is \$4,209,410.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Davis does hereby resolve as follows:

1. The City Council of the City of Davis does hereby accept the bid received from McGuire and Hester and awards the Option B project in the amount of \$2,199,590 for the Mace Blvd Reconstruction project, CIP ET8257; and
2. The sum of \$220,000 be and is hereby allocated from project funds for contingency purposes; and
3. The City Manager is authorized to execute the contract; and
4. The City Manager is authorized to allocate an additional 5% (\$110,000) of the construction amount for contingency should it be needed; and
5. The City Manager is authorized to complete a budget revision to transfer \$1,246,770 from General Fund (GF) CIP 8250 (Fund 012) and \$100,000 from the streets operational budget for projects, program 7252, into CIP ET8257; and
6. The City Council of the City of Davis does hereby acknowledge the determination on the Caltrans CEQA Exemption/ NEPA Categorical Exclusion Determination Form; and
7. All terms, conditions and covenants of said contract be and the same are hereby approved, ratified, and confirmed.

PASSED AND ADOPTED by the City Council for the City of Davis on this 29th day of August, 2023, by the following vote:

AYES:

NOES:

Will Arnold
Mayor

ATTEST:

Zoe S. Mirabile, CMC
City Clerk

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

03-YOL-City of Davis	STPL 5238 (061)
Dist.-Co.-Rte. (or Local Agency) P.M./P.M. E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)	
<p>The City of Davis (City), in conjunction with the California Department of Transportation (Caltrans), is proposing to rehabilitate and upgrade an approximately one-half mile stretch of Mace Boulevard between Cowell Boulevard and Blue Oak Place to improve safety for non-motorized users with the goal of increasing pedestrian and bicycle usage. The entire Mace Boulevard corridor between Cowell Boulevard and Blue Oak Place will be rehabilitated. Key activities will include repair of broken sidewalks, roadway resurfacing and restriping, and construction of Americans with Disabilities Act (ADA) compliant curb ramps at all intersections.</p>	
CEQA COMPLIANCE (for State Projects only)	
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):	
<ul style="list-style-type: none"> • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource. 	
CALTRANS CEQA DETERMINATION (Check one)	
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)	
Based on an examination of this proposal, supporting information, and the above statements, the project is:	
<input type="checkbox"/> Categorically Exempt Class _____, (PRC 21084; 14 CCR 15300 et seq.)	
<input type="checkbox"/> Categorically Exempt General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b](3).)]	
_____	_____
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
_____	_____
Signature	Date
_____	_____
Signature	Date
NEPA COMPLIANCE	
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:	
<ul style="list-style-type: none"> • does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and • has considered unusual circumstances pursuant to 23 CFR 771.117(b). 	
CALTRANS NEPA DETERMINATION (Check one)	
<input checked="" type="checkbox"/> 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:	
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c)(3) <input type="checkbox"/> 23 CFR 771.117(d): activity (d)() <input type="checkbox"/> Activity ___ listed in Appendix A of the MOU between FHWA and the State	
<input type="checkbox"/> 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.	
Susan D. Bauer	Felicia Haslem
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
<i>Susan D. Bauer</i>	<i>Darlene Wulff</i>
Signature	Signature
3-21-16	3/21/16
Date	Date
Date of Categorical Exclusion Checklist completion: 3/18/16 Date of ECR or equivalent : N/A	

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

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

03-YOL-City of Davis			STPL 5238 (061)
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E./Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

Mace Boulevard and Cowell Boulevard Intersection: The intersection of Mace Boulevard and Cowell Boulevard will be modified to improve pedestrian and bicycle safety. Specific activities include removal of free-right turn lanes, creation of free-right bicycle channels, installation of bike boxes, and extension of pedestrian refuge islands.

Bicycle Lanes: The stretch of Mace Boulevard between Cowell Boulevard and San Marino Drive will be modified to include buffered bicycle lanes on the west side of Mace Boulevard and a two-way cycle track on the east side. Should the cycle track be determined to be infeasible, buffered bicycle lanes will be added.

Signal Control at San Marino Drive: The intersection of Mace Boulevard and San Marino Drive has been identified as a key crossing point. To increase safety at this crossing, the proposed project would install a high-intensity activated crosswalk signal (HAWK signal) at San Marino Drive. The HAWK signal would be activated by pedestrians or bicyclists.

Purpose and Need:

- The primary purpose of the Mace Boulevard Complete Street Project is to increase bicycling and walking to Pioneer Elementary School. Additionally, the project aims to rehabilitate the street deterioration which has occurred and encourage non-motorized transportation along the corridor and between neighborhoods.

Utilities and Right of Way:

- There will be no relocation of utilities, however, maintenance holes on Mace Boulevard within the roadway will be adjusted to grade. No right of way acquisition and all work will occur on the existing roadway.

Air Quality and Noise:

- The contractor will be required to be knowledgeable of, and in compliance with, any local noise ordinances and air quality standards since the proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM10, will be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions will be temporary and transitory in nature. Standard BMPs to contain fugitive dust should effectively reduce and control emission impacts during construction. The contractor is required to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Hazardous Waste:

- Lead Based Paint may be encountered during demolition, and notification and compliance with Title 8, California Code of Regulations, Section 1532.1 will be required for LBP. It is recommended that contract requirements include a project-specific Lead Compliance Plan including Lead Awareness Training. The contractor should be knowledgeable of and comply with all pertinent rules, regulations, ordinances, and statutes for the removal, storage, and disposal of hazardous waste or hazardous material.
- National Emission Standards for Hazardous Air Pollutants (NESHAPs) are stationary source standards for hazardous air pollutants. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. NESHAPs are found in 40 CFR Part 61 and 40 CFR Part 63. The NESHAPs are delegated to the states but both EPA and the states implement and enforce these standards.

Permits:

The local agency will be responsible for obtaining all required permits from regulatory agencies and forwarding copies of approved permits to Caltrans, Office of Environmental Management, District 3.