

California Department of Transportation

OFFICE OF THE DISTRICT 3 DIRECTOR
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www.dot.ca.gov



August 21, 2026

GTS # 03-COL-2026-00095
SCH # 2026061002

Jesse Cain, City Manager
City of Colusa
Planning Department
425 Webster Street
Colusa, CA 95932

Public Safety Facility – Police Station (Colusa)

Dear Jesse Cain,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The Public Safety Facility - Police Station (Colusa) project (Project) proposes to construct a new police station and associated improvements including a parking lot, landscaping, and lighting on a vacant 3.66-acre parcel. The Project also includes a General Plan amendment and rezone from R-4 General Apartment District with a High Density Overlay and Mixed-Use Bridge Street to Public Facilities. The Project is located along the eastern frontage of State Route 20 (SR 20) in the southeastern quadrant of the SR 20/Wescott Road intersection in the city of Colusa. Based on the Initial Study/Mitigated Negative Declaration (IS/MND) received, we provide the following comments.

Local Development Review

Please ensure that the Project's IS/MND, and any subsequent or additional analysis completed, clearly identifies the full Project access and buildout, includes the SR 20/Wescott Road improvements under EA 03-2J410, and the identifies the approved Colusa Town Center project to the north of the Project site and the apartments development to the south of the Project site, as well as their existing and approved accesses from SR 20.

Please continue to coordinate with the PDT for this project under EA 03-2N590. Future reviews can be directed to the PDT for review and consideration.

Highway Operations

Below are comments previously submitted after initial review of the proposed police station, now under EA 03-2N950, as well as subsequent questions tied to the MND review.

- The driveway access from SR 20 should be a right-in and right-out only.
- The designation of the proposed access needs to be defined. Please clarify whether it be a public road or will it be a driveway. This information will help determine if an Intersection Safety and Operational Assessment Process (ISOAP) will be required to determine appropriate intersection control and geometry of the intersection.
 - The MND states that there will be two "driveways". Please confirm this and the location for each driveway or access.
- Highway Operations requests a copy of the KD Anderson Traffic Impact Analysis to review. It was done in 2020 and may need an update.
 - The MND does not reference the KD Anderson Traffic Impact Analysis that was previously noted in the draft study, and a copy of the analysis has not been provided for review. Please clarify whether this is still a relevant analysis for the Project, or if a separate or subsequent analysis has been or will be conducted. We would appreciate the opportunity to review the traffic analysis for this project.
- Please clarify whether the SR 20/Westcott intersection design allows for U-turns from westbound (WB) SR 20.
- The driveway proposed on SR 20 will need to be analyzed more when additional information is provided. Based on operations, queuing, and safety impacts, Caltrans may require mitigation measures such driveway movement restrictions.
- Please provide a clear site plan of the proposed Project and include the developments to the north, south, east, and west, including access from SR 20. Please also include dimensions where the existing driveways and intersections, as well as the active SR 20/Westcott intersection and proposed striping, are in the surrounding areas in relation to the police station.
- Please provide the circulation plan for the proposed Project.
- Any work done on the State right of way will require an encroachment permit.

Hydraulics

No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way (ROW) and/or Caltrans drainage facilities as a result of the project. Further, the developer must maintain or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (BMPs) (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

Should any runoff from the proposed project enter the State's highway ROW and/or Caltrans drainage facilities, it must meet all Regional Water Quality Control Board water quality standards prior to entering the State's highway ROW or Caltrans drainage facilities. Appropriate stormwater quality BMPs (i.e., oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems.

Should any work be performed within the State's highway ROW, it must meet all Caltrans design and construction standards and will require a Caltrans' Encroachment Permit.

Right of Way Engineering

The MND identifies the Project's APN as 002-120-026. Please note that the site being developed has a new parcel number assigned per 2025 Assessor's Parcel Map: 002-120-037-000. Please confirm whether the identified APN is for the Project site, and whether a lot line adjustment is occurring.

A portion of frontage along SR 20 (Parcel 36696-1) is proposed to be dedicated to the City of Colusa per executed Resolution Number 24-22. ROW conveyance from the City of Colusa to the State of California along frontage is unknown at this time.

Any future exhibit maps created for review of encroachment of proposed driveway on to SR 20 may be required to show accurate ROW delineation. Please see attached for copy of Resolution Number 24-22 and updated Draft of Appraisal Maps created by consultant on Colusa Town Center Development project under EA 03-2J410.

Environmental

Please note that the scope of the referenced Caltrans SR 20 Improvement Project Initial Study/Negative Declaration was restricted to the SR 20 ROW and directly adjacent facilities related to utility relocation. The parcel where the Project is being proposed was not covered by Caltrans' prior study. This area is very sensitive for buried resources. Additionally, Caltrans' SR 20 Improvement Project was not negative for historical and archeological resources. The project was phased and multiple historic and precontact resources were documented. Upon request, the resources documented can be shared confidentially with cultural staff who obtain the appropriate clearance. It is not appropriate to conclude that the impacts will be less than significant when no studies occurred on the proposed Project parcel. While agricultural practices disturb the soil, there is a depth to the pre-contact resources related to Koru that go beyond a plow field's disruption. The IS/MND itself notes that there is a moderately high potential for subsurface resources, but did not explore that with any testing or additional survey.

The Caltrans' biologist noted that the IS/MND relied heavily on information in the 'Draft Master Environmental Impact Report' which was certified as part of the City's 2007 General Plan update. Under normal circumstances, Caltrans would not recommend this level of analysis, as more specific site analysis should occur for each project. However, the site itself is likely not very sensitive for biological resources. Given these considerations, Caltrans recommends that ground nesting birds are considered in the analysis and preconstruction surveys.

Outdoor Advertising

No outdoor advertising displays of any kind are allowed within the Right of Way (ROW) of any highway pursuant to Business and Professions Code (BPC) Section 5403(a). "Highway", as defined in BPC Section 5213, includes any ROW or easements laid out and intended for the public passage of vehicles or persons, which includes State highways and local roads including sidewalks or bike paths.

Provided the proposed advertising display is placed on private property and only advertising the goods and services available on-site, then Caltrans approval is not required prior to placement pursuant to BPC Section 5272(a)(4).

However, local approval must be obtained from the local entity with land use jurisdiction over the parcel before placing an "on-premises" advertising display pursuant to BPC Section 5490.

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For any further questions related to outdoor advertising regulation please visit our website at <https://dot.ca.gov/programs/traffic-operations/oda> or contact our ODA inbox at ODA@dot.ca.gov.

Encroachment Permits

Any project or work, including access modification and drainage work, that takes place along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Encroachment Permits Offices as indicated below:

California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901
D3encpermit@dot.ca.gov

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Angelina Healy, Local Development Review Coordinator, by phone at (530) 790-8138 or via email at d3.local.development@dot.ca.gov.

Sincerely,

David J. Smith

David Smith, Branch Chief
Local Development Review
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3