VOLUME 2

I-80/SR 65 Interchange Improvements Project

Final Environmental Impact Report/ Environmental Assessment

Placer County, Interstate 80 and State Route 65

03-PLA-80-PM 1.9 to 6.1

03-PLA-65-PM R4.8 to R7.3

EA 03-4E3200/EFIS 0300000696

Prepared by the State of California Department of Transportation and Placer County Transportation Planning Agency

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Caltrans

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

August 2016

Table of Contents

Volume 2

List of Appendices

Appendix A
Section 4(f)

Appendix A Resources Evaluated Relative to the Requirements of Section 4(f)

This section of the document discusses parks, recreational facilities, wildlife and waterfowl refuges, and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection because either (1) they are not publicly owned; (2) they are not open to the public; (3) they are not eligible historic properties; (4) the project does not permanently use the property and does not hinder the preservation of the property; or (5) the proximity impacts do not result in constructive use.

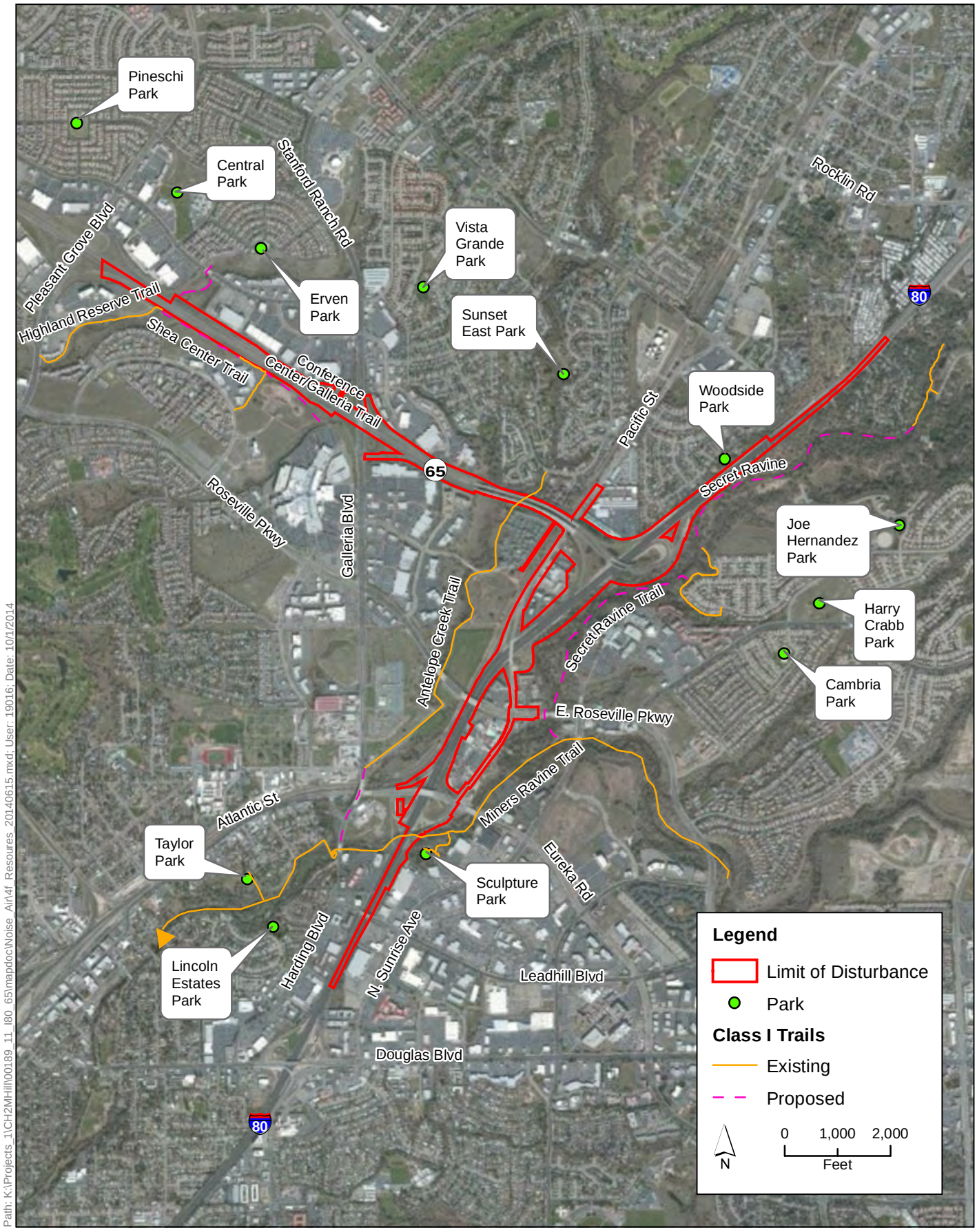
Twenty parks and recreational resources were identified within 0.5 mile of the project area; these are described in Table A-1 and shown in Figure A-1 (Parks and Recreational Facilities). No proposed parks were identified within the 0.5-mile area. One cultural resource eligible for protection under Section 4(f) was identified; it is described in Section A.2, below. There are no wildlife and waterfowl refuges in the 0.5-mile area.

A.1 Recreational Resources

Twelve parks and six Class 1 trails are within 0.5 mile of the project, as described in Table A-1. The proposed project would not require a permanent use of land from the parks or trails in the 0.5 mile area. Only the parks and trails that are adjacent or in close proximity to the transportation improvements would potentially be affected by the proposed project through temporary or constructive use; these resources are indicated as such in Table A-1.

Table A-1. Parks and Recreational Facilities

Resource/Location	Description	Potential Section 4(f) Use?
Parks/Rocklin		
Vista Grande Park 5639 Onyx Drive	A 4.5-acre neighborhood park owned and maintained by the City of Rocklin. Facilities include a half-court basketball court, playground, picnic areas with tables and barbeques, pathways, a small open turf field, and benches. The park is located approximately 0.40 mile northeast of the Galleria Boulevard and State Route 65 (SR 65) interchange.	No
Sunset East Park 5953 Willowynd Drive	A 2-acre neighborhood park owned and maintained by the City of Rocklin. Facilities include a half-court basketball court, playground, picnic areas with tables and barbeques, and pathways. The park is located along Antelope Creek, approximately 0.45 mile northeast of the East Roseville Viaduct over Taylor Road.	No
Woodside Park 3300 Westwood Drive	A 5-acre neighborhood park owned and maintained by the City of Rocklin. Facilities include a basketball court, two playgrounds, picnic tables and barbeques, and pathways. The park is located adjacent to the west side of Interstate 80 (I-80), approximately 0.5 mile northeast of the interchange with SR 65.	No use; potential proximity impacts
Joe Hernandez Park 6901 Ballantrae Way	A 4-acre neighborhood park owned and maintained by the City of Rocklin. Park amenities include a basketball court, pathways, two playgrounds, picnic areas with tables and barbeques, an open turf field, and benches. The park is located approximately 0.46 mile east of I-80.	No



Path: K:\Projects_1\CH2MHill\00189_11_I80_65\mapdoc\Noise_Air\4f_Resoures_20140615.mxd; User: 19016; Date: 10/1/2014

Figure A-1
Parks and Recreational Facilities

Resource/Location	Description	Potential Section 4(f) Use?
Parks/Roseville		
Pineschi Park 9501 Highland Park Drive	A 4-acre neighborhood park owned and maintained by the City of Roseville. Facilities include a half court for basketball, covered picnic area, playground, soccer field, and multi-use turf area. The park is located approximately 0.41 mile northwest of the project terminus on SR 65.	No
Central Park 10200 Fairway Drive	A 6-acre park owned and maintained by the City of Roseville. Facilities include a soccer field, paved pathways, children's play area, shaded picnic area, a half court for basketball, and the Mike Shellito Indoor Pool. The pool is open daily and year-round. It is an eight-lane, 25-yard pool, with a 1,500-square-foot warm water pool. Central Park is located approximately 0.20 mile northeast of the northern project terminus on SR 65.	No
Erven Park 6201 Grand Canyon Drive	A 2.2-acre neighborhood park owned and maintained by the City of Roseville. Amenities at the park include a sculpted concrete sea dinosaur, play area, a half-court basketball court, barbeques, and picnic tables. The park is located approximately 0.30 mile northeast of SR 65.	No
Harry Crabb Park 1000 Scarborough Drive	An 18.8-acre park owned and maintained by the City of Roseville. Amenities include horseshoe and sand volleyball courts, picnic tables, restrooms, a playground, and off-street parking. Future development planned for the park includes lighted softball and baseball fields, lighted tennis courts, a soccer field, snack bar, and additional picnic and play areas. The park is located approximately 0.48 mile east of I-80.	No
Cambria Park 1781 Poppy Field Drive	A 3.0-acre park owned and maintained by the City of Roseville. Facilities include half-court basketball courts, a sand volleyball court, picnic tables, playgrounds, and an open turf field. The park is located approximately 0.48 mile east of the I-80/SR 65 interchange.	No
Sculpture Park 350 North Sunrise Avenue	A 0.8-acre park owned and maintained by the City of Roseville. The park is a trailhead for Miners Ravine Trail with landscaped areas, paved trails, and a parking lot as well as a sculpture called "Cosmos." The park is located behind the Home Depot, off of North Sunrise Avenue, southeast of the I-80 eastbound off-ramp to Eureka Road. The park is located adjacent to the project area, approximately 160 feet from the eastbound Eureka Road off-ramp.	No use; potential proximity impacts
Lincoln Estates Park 331 James Drive	A 5.5-acre neighborhood park owned and maintained by the City of Roseville. Amenities include baseball/softball field, soccer field, playgrounds, picnic areas, and basketball court. The park is located approximately 0.21 mile west of I-80 and 0.54 mile south of where Miners Ravine Trail crosses under I-80.	No
Taylor Park 700 Parry Street	A 2-acre neighborhood park owned and maintained by the City of Roseville. Facilities include a picnic area with barbeques, play area, half court for basketball, and an open turf field. The park is located across Miners Ravine opposite Lincoln Estates Park, approximately 0.39 mile west of I-80 and 0.55 mile south of where Miners Ravine Trail crosses under I-80.	No
Existing and Proposed Class I Trails		
Highland Reserve South Open Space Preserve Trail (Highland Reserve Trail) (existing and proposed) Roseville	A Class I, off-street, paved, multi-use path owned and maintained by the City of Roseville. The trail extends from Pleasant Grove Parkway along the creek east to SR 65 within the Highland Reserve Open Space Preserve, then makes a 90-degree turn and crosses the creek where the paved portion of the trail ends. The trail does not cross SR 65 at this time, but the trail is planned to extend across and under SR 65 in the future within the northern portion of the preserve. The trail is approximately 0.56 mile in length. The bridge over the creek is approximately 0.02 mile from the existing edge of pavement of SR 65.	No use; potential proximity impacts

Resource/Location	Description	Potential Section 4(f) Use?
Shea Center Trail (existing and proposed) Roseville	The existing portion of the trail is a Class I, off-street, paved, multi-use path owned and maintained by the City of Roseville. The trail extends from Gibson Drive along the east side of the Shea Center toward SR 65, where the trail turns north and parallels SR 65. The existing portion of the trail is approximately 0.29 mile in length and is approximately 0.02 mile from the existing edge of pavement of SR 65. The proposed portion of the trail would connect the existing portion of the trail to the Highland Reserve Trail and has been approved by the City of Roseville. The trail would be approximately 0.30 mile in length and adjacent to SR 65.	No use; potential proximity impacts
Conference Center/Galleria Trail (proposed) Roseville	A proposed Class I, multi-use path that would connect the Shea Center Trail on the north to the Galleria at Roseville Mall on the south. The trail has been approved by the City of Roseville and would be approximately 0.29 mile in length. The trail is proposed to generally run parallel to and south of SR 65.	No use; potential proximity impacts
Secret Ravine Trail (existing and proposed) Roseville and Rocklin	A Class I, off-street, paved, multi-use path owned and maintained by the City of Roseville. The trail extends south from the municipal boundary with Rocklin, behind a residential development to Petruchio Way then to Secret Ravine Parkway, a distance of approximately 0.58 mile. This portion of the trail is approximately 0.09 mile from the existing I-80/SR 65 Interchange. In Rocklin, there is a section of existing trail (approximately 0.32 mile in length) west of Greenbrae Road, approximately 0.18 mile east of I-80. The proposed portion of the multi-use path has been conceptually approved by the City of Roseville (City of Roseville 2011). The trail is planned to extend from Miners Ravine Trail north along Secret Ravine (west of Sutter Roseville Medical Center) to connect with the existing Secret Ravine Trail, a distance of approximately 0.89 mile. The proposed project does not cross the trail. In Rocklin, the trail is proposed to extend along the ravine and connect to the existing trail west of Greenbrae Road, a distance of approximately 1 mile.	No use; potential proximity impacts
Antelope Creek Trail (existing) Roseville and Rocklin	A Class I, off-street, paved, multi-use path owned and maintained by the cities of Roseville and Rocklin. The trail starts at the intersection of Berry Street with Galleria Boulevard and follows the Antelope Creek drainage in a northeast direction, crosses under the East Roseville Viaduct, and terminates at Springview Drive in Rocklin, a distance of approximately 1.5 miles.	No use; temporary occupancy during construction and potential proximity impacts
Miners Ravine Trail (existing and proposed) Roseville	A Class I, off-street, paved, multi-use path owned and maintained by the City of Roseville. The trail is located along Miners Ravine; it crosses beneath I-80 south of the interchange with Atlantic Street/Eureka Road, the eastbound off-ramp to Eureka Road, and the Miners Ravine Bridge on Eureka Road. The trail starts at Darling Street west of I-80 and terminates at Sierra College Boulevard, distance of approximately 7 miles. East of North Sunrise Avenue, the trail forks in several locations to connect to the bike lane on Secret Ravine Parkway, the False Ravine Trail, John G. Piches Park, Orvietto Drive, and the bike lane on Sierra College Boulevard. The proposed portion of the trail is planned to extend from Harding Boulevard to the Antelope Creek Trail at Galleria Boulevard/Berry Street, a distance of approximately 0.30 mile.	No use; temporary occupancy during construction and potential proximity impacts
Sources: City of Roseville 2014, City of Roseville 2013, City of Rocklin 2013, City of Rocklin 2012, City of Roseville 2011, City of Roseville 2008		

A description and analysis of each of these park and recreational facilities is provided below and open space also is briefly discussed. In addition, brief explanations are provided for the other properties listed in Table A-1 discussing why they would not be affected by the proposed project.

A.1.1 City of Rocklin Parks

Four parks in Rocklin are located in the 0.5-mile area; however, only Woodside Park is immediately adjacent to the project area. All four parks are publicly owned and eligible for protection under Section 4(f).

Vista Grande, Sunset East, and Joe Hernandez Parks are generally located north and east of the project area, at distances of more than 0.40 mile (Table A-1 and Figure A-1). Given the distance of the parks from the proposed project, construction of the build alternatives would not result in a permanent or temporary use, change in access, or would be too distant to result in a constructive use from visual changes or increased noise.

A.1.1.1 Woodside Park

The park is located adjacent to the west side of I-80, approximately 0.5 mile northeast of the interchange with SR 65 (Figure A-1).

There is an existing noise wall between the park and I-80 in the project area. In addition, several large trees are present along the noise wall. Under all build alternatives, I-80 would be widened within the existing right-of-way in the vicinity of the park, and the existing noise wall would not require reconstruction or relocation. No right-of-way would be acquired from the park on a permanent basis, and a temporary construction easement would not be required for staging or other construction activities.

Access to the park is from Westwood Drive and would not be affected by the proposed project. The existing noise wall and large trees block direct views of I-80. During construction, park users may have intermittent and temporary views of construction equipment. Visitors could also experience temporary construction-related noise effects but would not experience any loss of access or use of recreational facilities. This park is adjacent to the existing roadway (and already exposed to noise levels typical of an urban park). The temporary project-related effects would not impair the use of the park by the public.

A.1.1.2 Finding for City of Rocklin Parks

The provisions of Section 4(f) would not be triggered for the following reason.

- The proposed project would not cause a constructive use of the four parks in Rocklin discussed above, because the proximity impacts would not substantially impair the protected activities, features, or attributes of the park.

A.1.2 City of Roseville Parks

In Roseville, eight parks are located in the 0.5-mile area, as listed below.

- Pineschi Park
- Erven Park
- Cambria Park
- Taylor Park
- Central Park
- Harry Crabb Park
- Lincoln Estates Park
- Sculpture Park

All eight parks are publicly owned and eligible for protection under Section 4(f). As noted, Sculpture Park is the only park in Roseville adjacent to where project construction would occur and is discussed below. The remaining seven parks are located at a distance greater than 0.20 mile from the proposed project (Table A-1 and Figure A-1). Similar to the discussion for parks in Rocklin, because of the distance of the parks from the proposed project, construction of any build alternative would not result in a change in access or would be too distant to result in a constructive use from changes in the viewshed or increased noise.

A.1.2.1 Sculpture Park

The park is located approximately 160 feet east of the Eureka Road off-ramp, adjacent to the Miners Ravine Trail. Access to the park is from North Sunrise Avenue behind the Home Depot; pedestrians and bicyclists access the park from the trail. The park sits on a hill above where the trail emerges from under the eastbound off-ramp to Eureka Road. Stairs provide access to the trail from the area near the sculpture "Cosmos," and another paved trail connects to Miners Ravine Trail north of the sculpture from the trailhead parking area.

No right-of-way would be acquired from Sculpture Park on a permanent or temporary basis under any alternative. Additionally, the park and trails would not be used for access to the project area. Access to the project area would be from I-80 and Eureka Road/Atlantic Street.

Due to the proximity of the park to the proposed improvements to the I-80 and Eureka Road/Atlantic Street interchange ramps, there is the potential for proximity impacts under the build alternatives, as described below.

- **Access:** Access to the park would be maintained during construction and would not change. Access to Miners Ravine Trail also would be maintained during construction, as described in the Miners Ravine Trail section below.
- **Visual:** The sculpture and viewing area in the park sit above the trail, with trees and vegetation along the edge of the park. Park and trail users have intermittent but existing views of I-80, the off-ramp, and Miners Ravine from the park and trails. Construction activities and vehicles would be visible during the construction period, but these temporary views would not interfere with use of the park or affect views of the sculpture. Additionally, construction of the proposed project would not substantially change the existing viewshed.
- **Noise:** Traffic noise from I-80 is part of the existing environment for park and trail users. The park is within approximately 160 feet of the Eureka Road off-ramp, in close proximity to

I-80, and already exposed to noise levels typical of an urban park. According to the Noise Study Report prepared for the proposed project, construction noise could result in maximum noise levels of 91 to 96 A weighted decibels (dBA) (at a distance of 50 feet from an active construction area). Noise produced by construction equipment would be reduced with distance at a rate of about 6 dBA per doubling of distance, or 85 to 90 dBA at the park. No adverse noise impacts are anticipated at the park from construction activities because construction noise would be short term, intermittent, and overshadowed by local traffic noise (ICF International 2014b).

A.1.2.2 Finding for City of Roseville Parks

The provisions of Section 4(f) would not be triggered for the following reason.

- The proposed project would not cause a constructive use of the eight City of Roseville parks discussed above, because the proximity impacts would not substantially impair the protected activities, features, or attributes of the parks.

A.1.3 Open Space

The City of Roseville has designated 3,291 acres as open space, and these areas are primarily owned by the City. The open space system consists of floodplains, wetland and riparian oak woodland habitats, and watersheds. The primary purpose of managing open space as described in the Open Space and Conservation Element of the General Plan, is to preserve the interconnected system of open space and enhance natural habitat and significant resources areas while connecting neighborhoods, open spaces, and surrounding communities (City of Roseville 2010). The City of Roseville developed the Open Space Preserve Overarching Management Plan (2011) as the primary guidance document for managing open space. Recreational use in open space systems is restricted to protect biological resources as noted in the Open Space Preserve Overarching Management Plan "The Goals for recreational use within the City's Open space center around providing appropriate passive recreational opportunities while minimizing the impacts of visitor use on biological resources." Seven open space areas are in the vicinity of the proposed project. These areas are located primarily along different drainages and include Highland Reserve South, Highland Reserve North, Antelope Creek, Roseville 150, and Olympus Pointe (Miners and Secret Ravines). For the purposes of this appendix, the open space system is considered a multiple-use public land holding where the primary function is not that of a park, recreation facility, or wildlife or waterfowl refuge. The City recognizes that there is a balance between habitat protection and public recreational use, as noted above. While public use of open space through passive recreation or on trails is an important element of managing these areas, recreation is not considered the primary purpose. According to guidance provided in the Federal Highway Administration's (FHWA's) Section 4(f) Policy Paper (2012), multiple-use properties are not considered eligible for protection under Section 4(f), although areas that are managed for public recreation within the multiple-use land holding, such as existing or proposed Class I trails, do qualify for protection under Section 4(f). The Class 1 trails located within the open space areas are evaluated as Section 4(f) properties in this appendix, including the Highland Reserve South Open Space Preserve, Antelope Creek, Secret Ravine, and Miners Ravine Trails.

A.1.4 Class 1 Trails

Section 4(f) applies to both existing and proposed recreation facilities that are presently publicly owned and formally designated in a city plan (see Question 25 in the FHWA's 2012 Section 4[f] Policy Paper). A review of the bikeway maps for the cities of Roseville and Rocklin found six Class I multi-use paths (see Table A-1) in the vicinity of the project. Class I bike paths or trails are paved and separated from streets or roadways. As noted in the bikeway plans, Class 1 trails are important for recreation for a variety of users including bicyclists, pedestrians, runners, roller bladers, etc., while they also provide opportunities for bicycle commuting (City of Roseville 2014, 2008; City of Rocklin 2012). One of the primary goals of the bikeway plans is to encourage an active lifestyle for residents, including increasing the number of persons who use the trails for recreation as well as for transportation to work, school, and for errands. Because of the recreation component of Class 1 trails, the following publicly-owned Class 1 trails are considered Section 4(f) resources.

A.1.4.1 Highland Reserve, Shea Center, and Conference Center/Galleria Trails (Existing and Proposed)

The existing and proposed portions of the Highland Reserve, Shea Center, and Conference Center/Galleria Trails are shown on Figure A-1. The proposed portions of the three trails are formally designated in the City of Roseville's Bicycle Master Plan (2008) and Open Space Preserve Overarching Management Plan (2011). At this time, the City currently does not own the right-of-way for the proposed Highland Reserve or Shea Center Trails and only owns a portion of the proposed Conference Center/Galleria Trail (Dour pers. comm.). Section 4(f) would apply to the city-owned portion of the trail, but it would not apply to the remaining privately held portion or the proposed segments of the Highland Reserve or Shea Center Trails. However, implementation of the proposed project would not interfere with development of the proposed Conference Center/Galleria Trail planned for right-of-way acquisition once the development along the parcels adjacent to SR 65 commences, nor would it interrupt the continuity of the planned trail. The northern extension of the Highland Reserve Trail is identified as a long-term project in the Bicycle Master Plan, and development of the Shea Center Trail is contingent upon the next phase of development for the Shea Center (Dour pers. comm.). The proposed project would not affect future development of either trail.

Portions of the existing trails run parallel to SR 65 and are approximately 0.02 mile (106 feet) from the existing edge of pavement, but outside the limit of disturbance (Figure A-1). Proposed construction activities on SR 65 in this area would occur within the existing roadway right-of-way where the southbound Pleasant Grove Boulevard on-ramp would be adjusted to accommodate the mainline widening. There would be no temporary or permanent use of trail right-of-way; the trails would not be used for access to the project. Access to the trails is from areas outside the project area and there would be no change in access.

Recreation use of the trails consists of activities that are transitory (e.g., walking, skating, and bike riding); and the existing portion of the trails are already close to SR 65, where traffic noise is an element of the existing environment for trail users. Construction noise would be short term and intermittent. During construction, trail users would have direct views of construction

equipment and activities. These temporary construction-related effects would not impair use of the trails.

Finding for the Highland Reserve, Shea Center, and Conference Center/Galleria Trails

The provisions of Section 4(f) would not be triggered for the following reason.

- The proposed project would not cause a constructive use of the Highland Reserve, Shea Center or Conference Center/Galleria Trails because the proximity impacts would not substantially impair the protected activities, features, or attributes of the trails.

A.1.4.2 Secret Ravine Trail (Existing and Proposed)

The Secret Ravine Trail generally follows Secret Ravine through the cities of Roseville and Rocklin. There are two existing portions of trail, as shown in Figure A-1. The proposed portions are planned to follow the Secret Ravine Creek that generally parallels I-80 on the east and would connect the two existing portions of trail. The City currently owns the property where the trail would be located in the open space preserve, but there may be deed restrictions. The proposed portion is a long-term project with no date set for construction (Dour pers. comm.).

The existing portion of the trail in Roseville is approximately 450 feet (0.09 mile) east of the southbound SR 65 to eastbound I-80 connector. The trail is below the grade of the existing interchange and separated from the roadway by vegetation and trees along the ravine. Access to the trail is from outside the project area (Petruchio Way and Viola Way) and would not be affected. Improvements proposed in this area include improving the SR 65 and I-80 connectors and widening the I-80 mainline. Trail users may have intermittent views of construction activities, but these would not affect use of the trail. Although construction noise may be audible, no adverse noise impacts are anticipated because construction noise would be short term and intermittent.

The existing trail in Rocklin is more than 1,300 feet east of I-80 and is separated from the freeway by residential areas and Secret Ravine. Improvements on I-80 would include widening on the west; no proximity impacts are anticipated for this trail.

Finding for the Secret Ravine Trail

The provisions of Section 4(f) would not be triggered for the following reason.

- The proposed project would not cause a constructive use of the Secret Ravine Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of the trail.

A.1.4.3 Antelope Creek Trail

The trail follows the Antelope Creek drainage and crosses under the East Roseville Viaduct on SR 65. The trail is approximately 1.5 miles in length, extending north from Berry Street to Springview Drive in Rocklin. The trail is located within the floodway and at times may become inaccessible to trail users during extreme storm or flooding events. As noted in the City's 2008

Bicycle Master Plan, Class I trails are located and designed to provide access to utility corridors and emergency vehicle access to open space.

No right-of-way would be acquired from the Antelope Creek Trail on a permanent basis. Under all build alternatives, widening of the East Roseville Viaduct would require new columns be placed parallel to the existing columns to support the widened structure. One of the proposed northbound viaduct columns would be placed within the paved portion of the trail, requiring realignment of the trail to avoid the column. The trail alignment under the viaduct is within the existing state-owned SR 65 right-of-way. Prior to construction of the trail, the City entered into an agreement for trail maintenance with Caltrans. The maintenance agreement reserves the state's ability to relocate the trail within its right-of-way. Thus, realigning the trail would result in a temporary occupancy of the trail. The placement of the column is necessary to ensure structural stability of the widened viaduct. The trail would be shifted approximately 20 feet southeast of its existing location, affecting a length of approximately 125 feet. To minimize trail closures, the new portion of the trail would be constructed first and the trail users would be routed to the new section prior to installation of the new column. This would allow for uninterrupted use of the trail during the remaining construction activities. Additionally, widening the viaduct and SR 65 mainline would require installation of temporary wooden falsework underneath the viaduct and over the trail. A temporary construction zone would be established during construction for access to the viaduct/SR 65 and installation of the remaining new columns. Netting and/or other containment devices would be used within the limits of the falsework to prevent construction debris from falling on trail users during viaduct and mainline widening. No other construction-related structures or equipment would be placed on the paved portion of the trail. The remaining new support columns are outside the paved portion of the trail. At times construction vehicles (not equipment) would use a short section of the trail adjacent to the creek. Brief trail closures of 1 to 2 days are anticipated to allow for construction of the falsework and to reconnect the new and old portions of trail. While this work is underway, temporary rerouting of the trail around the construction area would be provided. Appropriate traffic control measures (signs and flaggers) would be used as necessary to maintain the safety and flow of travel on the trail. The following section discusses the temporary occupancy of the trail during construction.

Temporary Occupancy during Construction

Under FHWA regulations (23 Code of Federal Regulations [CFR] 774.13[d]), temporary occupancy of a property does not constitute use of a Section 4(f) resource when the following conditions are satisfied.

The duration of the occupancy must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land.
Construction of the proposed project is anticipated to take up to 16 years, depending on the alternative. The proposed improvements to SR 65 in the vicinity of the trail, including mainline and viaduct widening, is expected to take up to 2 years. Construction in the area of the trail would occur during Phase 1 of the project. With appropriate construction staging, the portion of the viaduct over Antelope Creek Trail would be constructed in approximately 4 months. Ownership of the trail would not change.

The scope of work must be minor (i.e., both the nature and magnitude of changes to the Section 4[f] resource are minimal). Prior to work starting on the viaduct, a temporary construction zone would be established underneath on either side of the paved trail. The construction zone would have limited access for workers and would be fenced to ensure the exclusion and safety of trail users. The existing alignment of the trail would be shifted approximately 20 feet to the southeast in order to avoid the new column. Realignment would affect approximately 125 feet of the trail. The realigned portion of the trail would tie in to the existing trail. The new trail segment would be constructed prior to installation of the new column and trail users would be routed to this segment before installation of the new column. Realigning the 125 foot length of trail 20 feet from the existing location would be a minor change. The temporary construction zone would be moved to encompass the area where the new column would be placed and the old trail permanently closed.

There are no anticipated permanent adverse physical impacts, and there would be no interference with the activities or purpose of the resource, on either a temporary or a permanent basis. Once the trail is realigned and tied into the existing trail, it would be available for use. While these activities would temporarily affect the trail, the new section of trail would be constructed using the same materials and construction standards within 20 feet of the original alignment. Realigning the trail is not anticipated to result in permanent adverse physical impacts, as it would be paved and transitioned to match the existing trail. Only the trail underneath the viaduct is being realigned, the trail would not be made discontinuous or realigned over a considerable distance. The realigned trail segment would be constructed prior to installation of the new column, allowing continued, uninterrupted use of the trail during the remaining construction activities.

There may be short periods of 1 to 2 days when the trail may be closed to allow for construction of the falsework over the trail and trail transition. While this work is underway, temporary rerouting of the trail around the construction area would be provided. Once viaduct and mainline widening has been completed, the temporary falsework and construction fencing would be removed. In addition, any inadvertently disturbed areas would be restored. Additionally, construction vehicles (not equipment) may need to use the trail to minimize impacts on the creek. Appropriate traffic control measures (signs and flaggers) would be used as necessary to maintain the safety and flow of travel on the trail.

The land being used must be fully restored (i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project). The realigned trail would be constructed and paved using the same materials and construction standards as the existing trail. Once the new and existing sections of trail are connected the physical condition of trail would be at least as good as that prior to construction activities. Once viaduct and mainline widening has been completed, the temporary construction zone would be removed and use of the trail would be fully restored. The temporary falsework with netting or other containment devices would protect trail users from falling debris. Should any inadvertent modifications or damage occur, the trail would be restored to the condition that existed prior to construction activities. Any disturbed areas adjacent to the trail would be restored.

There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements. Caltrans requested concurrence from

Dominick Casey, Director, City of Roseville Parks, Recreation, and Libraries. On November 5, 2013, Caltrans received the signed concurrence letter that is included in Appendix F.

As noted, the Antelope Creek Trail crosses under the East Roseville Viaduct and potential proximity impacts are possible, as described below.

- **Access:** Access to the trail would be maintained during construction and would not change. The trail may need to be closed for short periods of 1 to 2 days to allow for construction of the falsework over the trail. While this work is underway, the trail would be temporarily rerouted around the construction area. Once viaduct and mainline widening has been completed, the temporary falsework and construction fencing would be removed.
- **Visual:** The trail follows the creek drainage and is below the elevation of SR 65; views of the roadways are part of the existing environment. During construction, trail users would have direct views of construction activities on either side of the trail and of construction vehicles traveling through the project area. These impacts would be temporary and would occur only during the construction period. Widening the viaduct and mainline would create a solid "ceiling" over the trail as it passes beneath SR 65; however, this change would not interfere with use of the trail and would be similar to the existing views of the roadway.
- **Noise:** Recreationists using the trail are walking, skating, and bike riding; the trail is not considered a noise-sensitive receptor. Traffic noise from SR 65 is part of the existing urban environment for trail users in this area. According to the Noise Study Report prepared for the proposed project, construction noise could result in maximum noise levels of 91 to 96 dBA (at a distance of 50 feet from an active construction area) (ICF International 2014). Trail users traveling through the construction area could experience these noise levels when equipment that generates the maximum noise levels is in use. However, construction noise would be short term and intermittent, and trail users would not experience loss of access or use of the trail.

Findings for the Antelope Creek Trail

The provisions of Section 4(f) would not be triggered for the following reasons.

- The project would not result in a Section 4(f) use of the trail because it would not require acquisition of permanent right-of-way from the Antelope Creek Trail.
- The temporary occupancy of the Antelope Creek Trail during viaduct and mainline widening would meet all of the temporary occupancy criteria outlined in 23 CFR 774.13(d).

A.1.4.4 Miners Ravine Trail

The Miners Ravine Trail is located within the floodways along Miners Ravine and Dry Creek and is designed to serve the same purposes as described for the Antelope Creek Trail. The trail is approximately 7 miles in length, extending west from Darling Street to Sierra College Boulevard on the east. The portion of the trail proposed to extend north and connect to the Antelope Creek Trail is not within the project area, and construction of the proposed project would not interfere with future extension of the trail (Figure A-1).

The trail follows the creek drainage and crosses under I-80, including the on- and off-ramps at the Eureka Road/Atlantic Street interchange. No right-of-way would be acquired from the Miners Ravine Trail on a permanent basis under any of the build alternatives. Under Alternatives 2 and 3, however, the profile of approximately 200 feet of the trail would need to be corrected by lowering the grade approximately 6 inches to maintain vertical clearance requirements underneath I-80 and the Eureka Road/Atlantic Street on- and off-ramps, requiring a temporary occupancy. It is anticipated that lowering the grade of the trail would take approximately 30 days.

Alternative 2 proposes to widen the I-80 mainline to accommodate an auxiliary lane and the Eureka Road off-ramp, as well as build a new bridge (new CD1 ramp) over the ravine and trail. The CD1 ramp would be located between I-80 and the existing off-ramp (Figure 1-4, Alternative 2--Collector-Distributor System Ramps).

Alternative 3 proposes to widen the I-80 mainline to accommodate an auxiliary lane and to widen the Eureka Road off-ramp to two lanes over the ravine and trail (Figure 1-5, Alternative 3--Taylor Road Interchange Eliminated).

Approximately 0.35 mile of the trail would be encompassed by the temporary construction zone, from approximately 740 feet (0.14 mile) west of the Eureka Road on-ramp to approximately 630 feet (0.12 mile) east of the Eureka Road off-ramp (Figure A-2). Closure points would be established at either end of the construction zone. Temporary wooden falsework with netting and/or other containment devices would be constructed underneath I 80 and ramps over the trail to prevent construction debris from falling on trail users, similar to that described for the Antelope Creek Trail. Installation of the falsework may require short-term closures of the trail. The trail would be closed just east of where the trail crosses under Harding/Galleria Boulevard and where the trail east of I-80 splits east of Sculpture Park (Figure A-2). A detour would be provided during falsework installation and while the work on the trail is underway via Harding/Galleria Boulevard, Lead Hill Boulevard, North Sunrise Avenue, and Sculpture Park, a distance of approximately 1 mile. Signs would be posted at each closure point depicting the detour for trail users. Advance notification of the Miners Ravine Trail closure would be posted on the City's websites and at trailheads, including at Sculpture Park. Notices will include trail closure dates, approximate duration, and description of the detour available during closure. The following section discusses the temporary occupancy of the trail during construction.

Temporary Occupancy during Construction

Under FHWA regulations (23 CFR 774.13[d]), temporary occupancy of a property does not constitute use of a Section 4(f) resource when the following conditions are satisfied:

The duration of the occupancy must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land. Construction of the proposed project is anticipated to take up to 16 years depending on the alternative selected. The proposed improvements to I-80 and the Eureka Road/Atlantic Street interchange are estimated to take up to 2 years. During the construction period, trail users would be detoured around the construction zone over a period of approximately 30 days while the trail profile is corrected. The temporary detour route is described above. Ownership of the trail would not change.

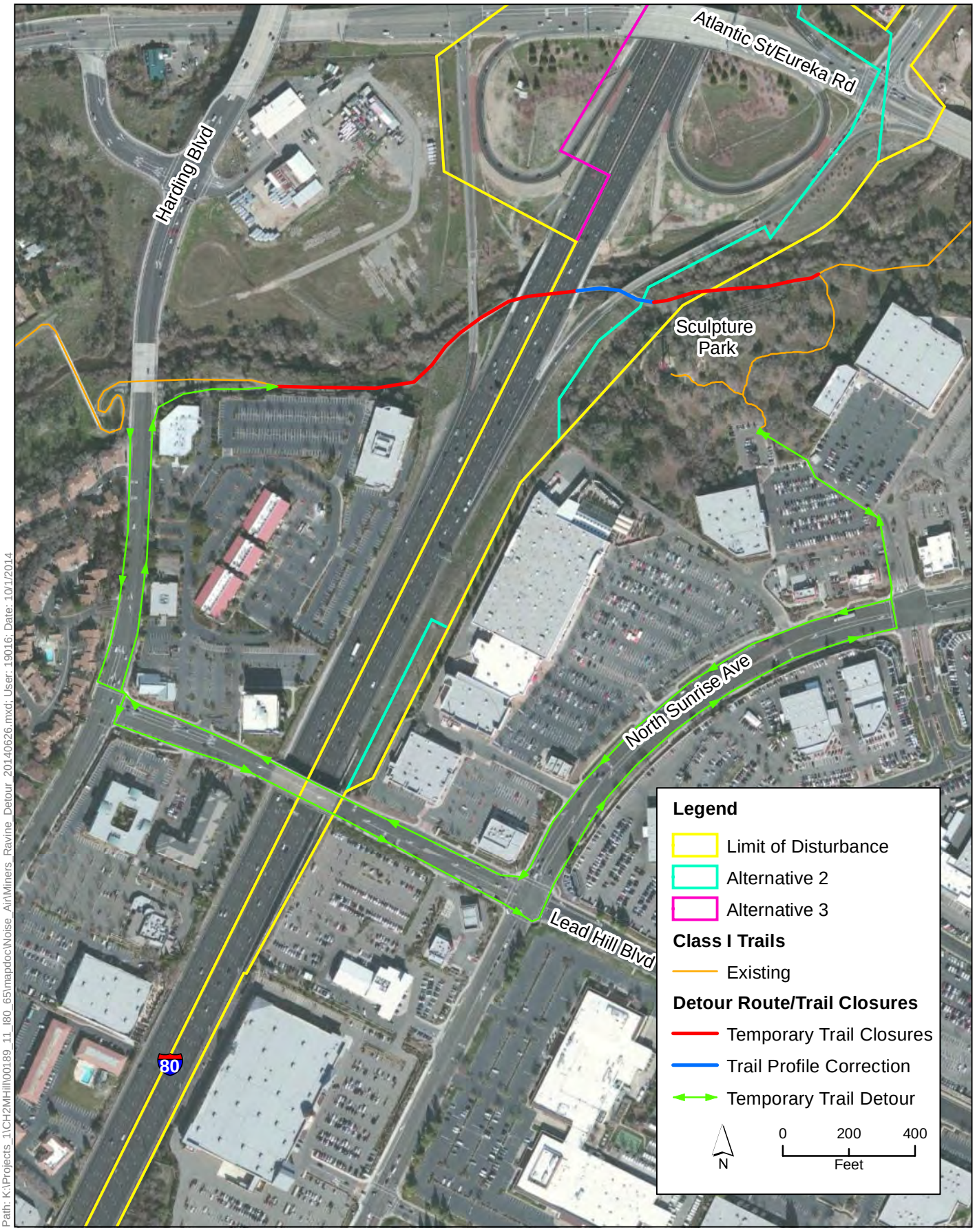


Figure A-2
Temporary Detour Miners Ravine Trail - Alternatives 2 and 3

The scope of work must be minor (i.e., both the nature and magnitude of changes to the Section 4[f] resource are minimal). Construction of the proposed improvements would require establishment of a temporary construction zone. The construction zone would have limited access for workers and would be fenced to ensure the exclusion and safety of trail users. The temporary construction zone would be established at the points where the trail would be closed to prevent access to the construction zone. The grade of the trail would be lowered approximately 6 inches along 200 feet of the trail (approximately 2,000 square feet total), a short segment of the 7-mile trail. While work is underway on the trail, the section within the temporary construction zone (approximately 0.35 mile) would not be accessible, however, the temporary detour would allow for continued uninterrupted use of the trail. Signage would be posted along the trail to inform users of the detour schedule and route. No other construction-related activities would occur on the trail. The trail would not be used to access I-80 or the Eureka Road ramps. The new support columns would be placed parallel to the existing columns that are outside the paved portion of the trail. Once work on the trail has been completed, use of the trail would resume.

There are no anticipated permanent adverse physical impacts, and there would be no interference with the activities or purpose of the resource, on either a temporary or a permanent basis. Once the trail is regraded, it would be repaved and tie into the existing trail on either end. While these activities would temporarily affect the trail, the trail would be reconstructed using the same materials and construction standards as the existing trail. Only the grade of the trail is being changed and once grading and paving are completed, there would be no permanent adverse physical effects. The trail would be detoured at Harding/Galleria Boulevard on the west and at Sculpture Park on the east, as shown in Figure A-2. The detour would allow for use of the trail to continue, uninterrupted under either alternative during the construction period. Once the trail profile correction is completed, the affected segment of the trail would reopen for use. A construction zone would be established on either side of the trail to allow for construction of the remaining improvements including the mainline widening of I-80 and construction of the new CD1 ramp and ramp improvements. The temporary falsework with netting or other containment devices would protect trail users from falling debris. Once construction has been completed, the temporary construction zone and fencing would be removed and use of the trail would be fully restored.

The land being used must be fully restored (i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project). As noted above, the trail would be repaved and the new grade would match that of the existing trail on either end. The physical condition of the trail would be at least as good as it was prior to construction activities. There would be no permanent adverse physical effects on the trail. Should any inadvertent modification or damage occur, the trail would be restored to the condition that existed prior to construction activities. Any disturbed areas adjacent to the trail would be restored.

There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements. Caltrans requested concurrence from Dominick Casey, Director, City of Roseville Parks, Recreation, and Libraries. On November 5, 2013, Caltrans received the signed concurrence letter that is included in Appendix F.

Proximity impacts during construction would be similar to those discussed for the Antelope Creek Trail, as described below.

- **Access:** The temporary detour would maintain access to the trail around the temporary construction zone. No other access points and/or trailheads would be affected during construction. Once the trail profile correction is completed, the trail would reopen for use and access points would be the same as prior to project implementation.
- **Visual:** The trail follows the creek drainage underneath I-80 and the on- and off-ramps; views of the roadways are part of the existing environment. During construction, trail users would have direct views of construction activities and of vehicles traveling through the project area. These impacts would be temporary and would occur only during the construction period. The viewshed would remain similar to the existing viewshed, and adding the new CD1 ramp under Alternative 2 would not substantially change the viewshed.
- **Noise:** Activities along the trail are transitory (e.g., walking, skating, and bike riding), and the trail is already in proximity to I-80 and Atlantic Street/Eureka Road (and already exposed to noise levels typical of an urban area). Construction noise impacts on trail users are expected to be similar to those described for the Antelope Creek Trail and would not affect access or usage of the trail.

Findings for the Miners Ravine Trail

The provisions of Section 4(f) would not be triggered for the following reasons.

- The project would not result in a Section 4(f) use of the trail because it would not require acquisition of permanent right-of-way from the Miners Ravine Trail.
- The temporary occupancy of Miners Ravine Trail during trail profile correction, I-80 mainline widening, construction of the CD1 ramp, and widening of the Eureka Road off-ramp under Alternatives 2 and 3 would meet all of the temporary occupancy criteria outlined in 23 CFR 774.13(d).

A.2 Cultural Resources

A.2.1 First Transcontinental Railroad

A 300-foot-long segment of the former First Transcontinental Railroad runs under the East Roseville Viaduct adjacent to Taylor Road within the project area. Currently, the track is in active use by the Union Pacific Railroad (UPRR) and Amtrak. In a letter dated July 2, 2015, the State Historic Preservation Officer (SHPO) agreed that for the purposes of the proposed project this segment of the First Transcontinental Railroad is assumed eligible for listing in the National Register of Historic Places (NRHP) for its association with an important event in national, state, and local history.

No right-of-way would be acquired from the railroad on a permanent or temporary basis under any alternative. Additionally, the railroad right-of-way would not be used for access to the

project area. Access to the project area would be from Antelope Creek Drive or Taylor Road or from above on SR 65.

Due to the proximity of the First Transcontinental Railroad to the proposed improvements to the East Roseville Viaduct and Taylor Road, there is the potential for proximity impacts under the build alternatives, as described below.

- **Access:** Access to the railroad right-of-way and use of the railroad would be maintained as-is during construction and would not change. The project would widen the East Roseville Viaduct in the northbound and southbound directions, spanning the Union Pacific Railroad (former First Transcontinental Railroad segment) tracks at the same elevation as the existing structure, and widen Taylor Road, including construction of curb, gutter, and sidewalk along the south side of the road. All work on Taylor Road would be within the existing road right of way. The railroad alignment is currently active; therefore, project activities, including construction and removal of falsework, would not encroach on the railroad or railroad right of way. Construction would be coordinated with UPRR to ensure that train service is maintained and no damage to the railroad facility would occur.
- **Visual:** The railroad segment passes through existing urban development. Construction of the widened East Roseville Viaduct would increase the size of the structure that the railroad segment runs under, but would not alter the railroad alignment or change the visual context in which the railroad segment is situated. Widening the viaduct and mainline would create a solid "ceiling" over the railroad as it passes beneath SR 65; this change would not interfere with use or context of the railroad segment and would be similar to the existing views of the viaduct. Views of the railroad segment from adjacent land would not substantially change; no ground-level obstructions are proposed that would alter the existing available views of the railroad.
- **Noise:** Traffic noise from SR 65 and Taylor Road, and noise from passing trains is part of the existing environment along the 300-foot railroad segment where it passes under the East Roseville Viaduct. The railroad line is not considered a sensitive noise receptor. No adverse noise impacts are anticipated from construction activities.

Construction of the build alternatives would not directly or indirectly affect any features or attributes of the railroad that allow it to be considered eligible for listing in the NRHP. Caltrans proposed a finding of No Historic Property Affected for this resource. The SHPO concurred with this determination in a letter dated July 2, 2016.

Finding for the First Transcontinental Railroad

The provisions of Section 4(f) would not be triggered for the following reason.

- The proposed project would not cause a constructive use of the First Transcontinental Railroad because the proximity impacts would not substantially impair the protected activities, features, or attributes of the railroad segment.

A.3 References

A.3.1 Printed References

Caltrans. 2013. Standard Environmental Reference, Forms and Templates, EIR/EA Annotated Outline, pages 40-41 and 146-159. Revised: August 2013. Available: <http://www.dot.ca.gov/ser/forms.htm>. Accessed: June 6, 2014.

City of Rocklin. 2012. City of Rocklin General Plan. October. Available: <http://www.rocklin.ca.us/depts/develop/planning/publications_n_maps/rocklin_general_plan.asp>. Accessed: November 1, 2013.

City of Rocklin. 2013. Parks webpage, Parks and Facility Guide. Available: <http://www.rocklin.ca.us/civica/filebank/blobdload.asp?BlobID=8191>. Accessed: March 23, 2013.

City of Roseville. 2008. Bicycle Master Plan. Prepared by Fehr and Peers in association with Alta Planning and Design. Available: <http://www.roseville.ca.us/transportation/bikeways/bicycle_master_plan/default.asp>. Accessed: March 23–28, 2013.

City of Roseville. 2010. General Plan 2025. Adopted May 5, 2010. Last updated February 20, 2013. Available: <http://www.roseville.ca.us/planning/general_plan_n_development_guidelines.asp>. Accessed: June 7, 2013.

City of Roseville. 2011. Open Space Preserve Overarching Management Plan. Final Draft. August. Prepared by ECORP Consulting. Available: <http://www.roseville.ca.us/lp/supersize/OSPOMP_8.3.2011_Final.pdf>. Accessed: June 7, 2013.

City of Roseville. 2013. Parks in Roseville webpage. Available: <http://www.roseville.ca.us/parks/parks_n_facilities/parks_in_roseville/default.asp>. Accessed: March 23–28, 2013.

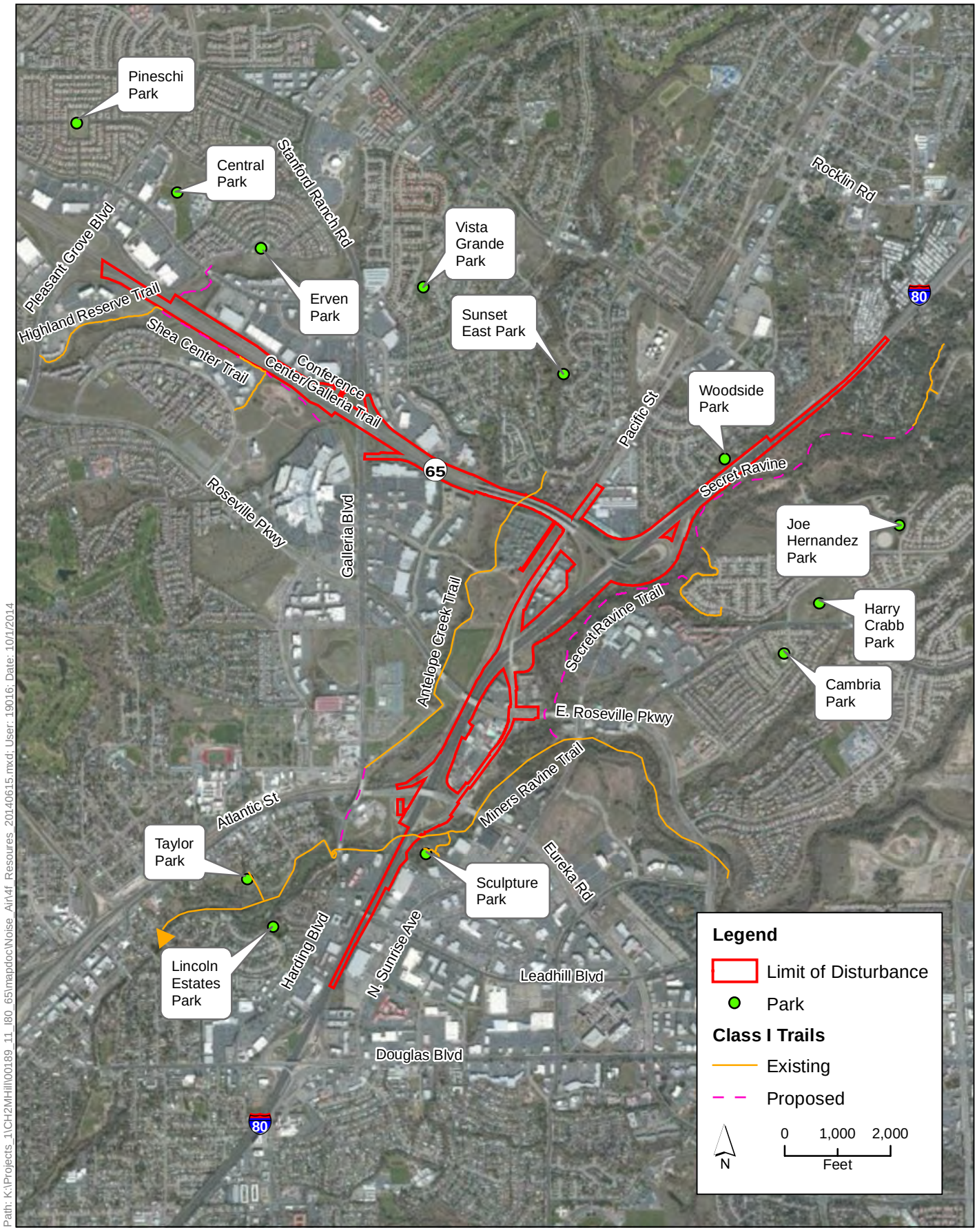
City of Roseville. 2014. Roseville Parks, Trails & Bikeways Map. Spring. Available: <http://www.roseville.ca.us/parks/get_active/parks_trails_n_bikeways_map.asp>. Accessed: June 10, 2014.

Federal Highway Administration. 2012. Section 4(f) Policy Paper. July 20. Office of Planning, Environment, and Realty Project Development and Environmental Review. Available: <http://www.environment.fhwa.dot.gov/4f/4fpolicy.asp#1>.

ICF International. 2014. Noise Study Report.

A.3.2 Personal Communications

Dour, Mike. Bikeway Planner. City of Roseville. Roseville, California. June 23, 2014—Email exchange with Kimberly Stevens, ICF International.



Path: K:\Projects_1\CH2MHill\00189_11_I80_65\mapdoc\Noise_Air\4f_Resoures_20140615.mxd; User: 19016; Date: 10/1/2014

Figure A-1
Parks and Recreational Facilities

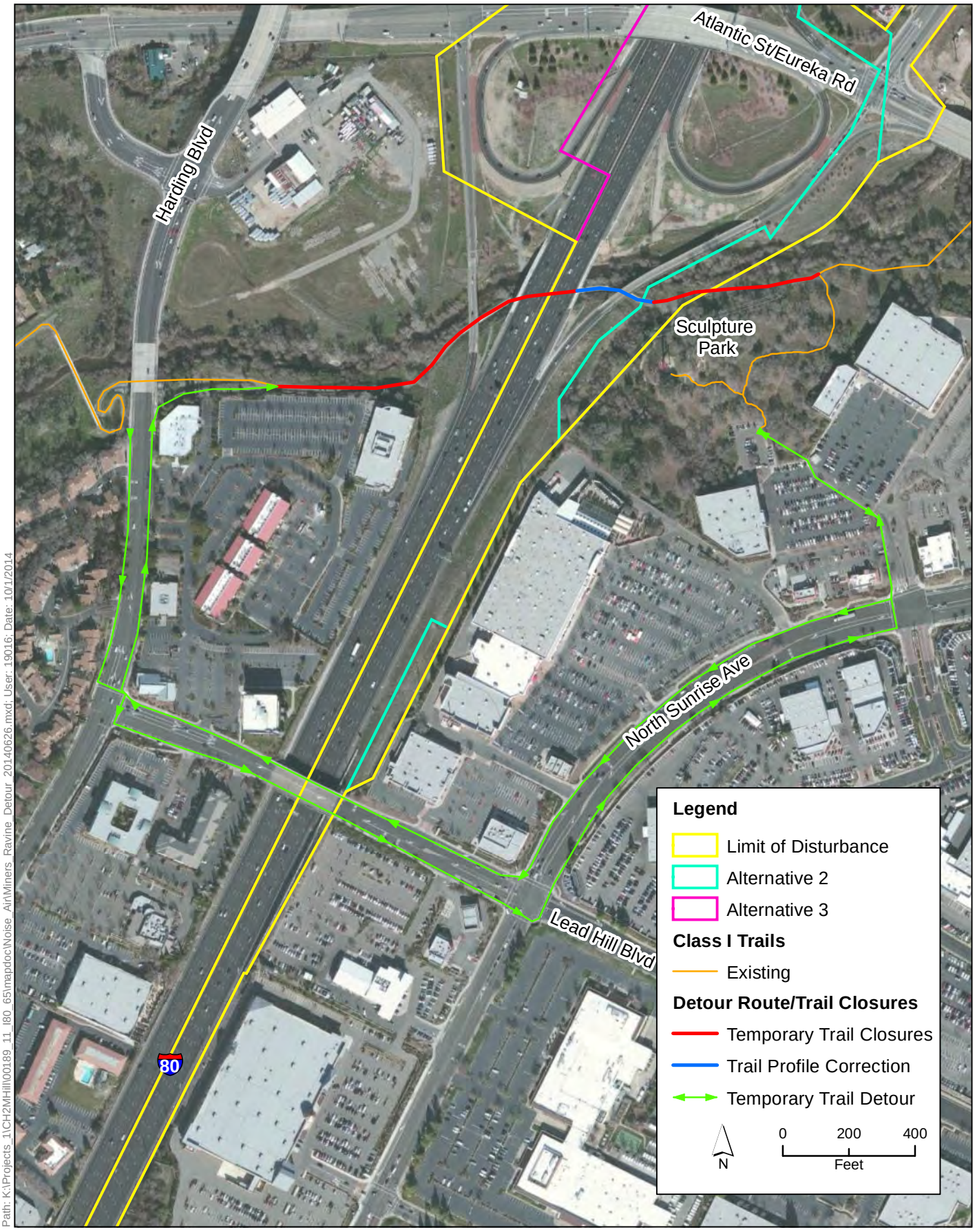


Figure A-2
Temporary Detour Miners Ravine Trail - Alternatives 2 and 3

Appendix B

Title VI Policy Statement

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

March 2013

NON-DISCRIMINATION
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix C

Summary of Relocation Benefits

Appendix C Summary of Relocation Benefits

C.1 California Department of Transportation Relocation Assistance Program

C.1.1 Declaration of Policy

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

C.1.2 Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

C.1.3 Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice.

C.1.3.1 Residential Relocation Payments

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be used (see the explanation of the Last Resort Housing Program below).

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is $5,250. If the total entitlement for rent supplement exceeds $5,250, the Last Resort Housing Program will be used.

To receive any relocation benefits, the displaced person must buy or rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to Caltrans' initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the $22,500 and $5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

C.1.4 Nonresidential Relocation Assistance

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

C.1.4.1 Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

C.1.4.2 Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $10,000 for reasonable expenses actually incurred.

C.1.4.3 Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $20,000.

C.1.5 Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans Right-of-Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Appendix D

Avoidance, Minimization and/or Mitigation Summary

Appendix D Avoidance, Minimization and/or Mitigation Summary

D.1 Land Use

D.1.1 Avoidance and Minimization Measures

Restore Trails after Construction

In the event that any inadvertent damage occurs to the Antelope Creek or Miners Ravine Trail, the area affected will be restored to the condition that existed prior to construction activities or better.

Provide Advance Notification of Trail Closures

The City of Roseville will provide advance notification of the Miners Ravine Trail closure on its websites and trailheads. Notices will include trail closure dates, approximate duration, and description of the detour available during closure. The City of Roseville will post signs at the Miners Ravine Trail trailheads and closure points, depicting the detour.

D.1.2 CEQA Mitigation Measures

No measures are necessary.

D.2 Growth

No measures are necessary.

D.3 Community Impacts

No measures are necessary.

D.4 Utilities/Emergency Services

D.4.1 Avoidance and Minimization Measures

Provide Advance Notification of Road Closures

Advanced notification of any closures would help to ensure that the local emergency service providers could make proper arrangements, in the event that the Taylor Road interchange is eliminated.

Prepare a Transportation Management Plan

Prior to construction, the project proponent will prepare a Transportation Management Plan (TMP) in order to minimize disruptions to traffic and to emergency services during construction. A TMP is a program of activities for alleviating or minimizing work-related traffic delays by applying traditional traffic handling practices and innovative strategies. The TMP program includes public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning. TMP strategies also strive to reduce the overall duration of work activities where appropriate. Typical components of a TMP can include measures such as implementation of staging, traffic handling, and detour plans; restricting construction work to certain days and/or hours to minimize impacts on traffic and pedestrians; coordination with other construction projects to avoid conflicts; and the use of portable changeable message signs to inform the public and emergency vehicles of construction activities.

Provide Advance Notice to Utility Service Providers

Advance notification and coordination with utility service providers prior to and during construction would avoid or minimize potential service disruptions.

D.4.2 CEQA Mitigation Measures

No measures are necessary.

D.5 Traffic and Transportation/Pedestrian and Bicycle Facilities

D.5.1 Avoidance and Minimization Measure

Prepare a Transportation Management Plan

Please refer to the discussion of this measure in D.4.

D.5.2 CEQA Mitigation Measures

Improve Taylor Road at Stonehouse Court

At the time that improvements to Taylor Road are constructed as part of the proposed project, the project proponent will facilitate egress from businesses located on the south side of Taylor Road through the construction of a new traffic signal on Taylor Road at Stonehouse Court that allows eastbound Taylor Road traffic to make a U-turn.

Regional Coordination for Transportation Improvements

The *Transportation Analysis Report* assumed modifications to the existing transportation network according to improvement projects anticipated to be constructed by the construction (2020) and design (2040) years (refer to *Transportation Analysis Report* Figures 6 and 7). These projects are based on the financially constrained project list contained in the 2035 MTP/SCS, but also consider projects the project development team agreed would likely be constructed by the design year (2040).

The rationale for adding projects to the MTP/SCS list was that the design year is five years beyond the 2035 horizon of the MTP/SCS. This creates a longer timeframe for revenue to accumulate. Further, the additional socioeconomic growth added to the model would also be contributing to transportation revenue to help pay for these improvements.

Based on results from the *Transportation Analysis Report*, it was determined that even with transportation improvements assumed through year 2040, the following specific locations in the project boundary may operate below acceptable thresholds and potential future improvements are identified below.

Westbound I-80:

- Improve from SR 65 to Riverside Avenue by providing an additional through lane from the Douglas Boulevard off-ramp to the westbound on-ramp and from the Riverside Avenue off-ramp to the northbound on-ramp. This improvement may cause a secondary operational deficiency downstream at Elkhorn Boulevard.
- Improve from the truck scales to Elkhorn Boulevard by providing a full auxiliary lane from the truck scales to Elkhorn Boulevard or adding a through lane at Elkhorn Boulevard.
- An alternate improvement to the above widening options would be to operate the ramp meters on westbound I-80 and southbound SR 65 at a more restrictive rate. With a more restrictive rate, longer ramp queues may cause a secondary operational deficiency on local streets.

Northbound SR 65:

- Improve from Stanford Ranch Road to Pleasant Grove Boulevard by providing an additional through lane from the Pleasant Grove Boulevard off-ramp to on-ramp. The additional lane may need to be extended past the Blue Oaks Boulevard interchange to improve potential secondary operational deficiencies.

Southbound SR 65:

- Improve from Ferrari Ranch Road to Twelve Bridges Drive by providing an auxiliary lane between Twelve Bridge Drive and Placer Parkway. Secondary operational deficiencies may occur at downstream sections.
- Improve the westbound Placer Parkway on-ramp (Alternative 1 only) by extending the planned auxiliary lane between Placer Parkway and Sunset Boulevard to start at the westbound, instead of the eastbound, on-ramp.
- Improve the southbound-to-westbound connector at I-80 (Alternatives 1 and 2) by widening westbound I-80 at Douglas Boulevard or adjusting ramp meter rates as discussed above for westbound I-80.

Intersections:

- Improve the Stanford Ranch Road/Five Star Boulevard intersection by providing a second eastbound right-turn lane.
- Improve the Roseville Parkway/Creekside Ridge Drive intersection, caused by queuing from the adjacent intersection at Roseville Parkway/Galleria Boulevard, by implementing signal timing adjustments (when warranted based on monitoring) or widening improvements at the adjacent signal.
- Improve the Roseville Parkway/Taylor Road intersection (Alternative 3 only) by adding a third southbound left-turn lane.
- Improve the Atlantic Street/I-80 westbound ramps intersection (Alternatives 1 and 3) by adjusting the ramp meter rate or widening the on-ramp to provide more storage.
- Improve the Eureka Road/Taylor Road/I-80 eastbound ramps intersection. For Alternatives 1 and 2, add a second northbound left-turn and southbound right-turn lanes to reduce delays although accommodations may be needed for bicycles and pedestrians. Because Alternative 3 already includes these modifications, further improvements will need to be identified.
- Improve the Eureka Road/Sunrise Avenue intersection by widening to provide a fourth through lane or a third left-turn lane on some approaches.
- Improve the Pacific Street/Sunset Boulevard intersection (Alternatives 1 and 2) under construction year conditions by constructing the planned widening of Sunset Boulevard from four to six lanes prior to the construction year. The planned widening is currently assumed to occur before the design year.

Some of the improvements identified above are already being considered as part of the SR 65 Widening (http://pctpa.net/projects/sr65widening/) and I-80 Auxiliary Lanes (http://pctpa.net/projects/i-80-auxiliary-lanes/) projects. Other improvements identified above are preliminary and need further study, including inclusion in the Placer County Regional Transportation Plan and SACOG MTP/SCS, environmental clearance and public outreach, project approval from Caltrans and/or FHWA, project design, and potential right of way acquisition, before the improvements can be constructed and open to the traveling public. Depending on the project size and cost, infrastructure improvements on federal and state

highways can take an average of 16 years. If a project is not controversial, fully funded, and within existing right of way, then typically those projects can be constructed within five to ten years.

The need for additional transportation improvements after year 2040 is based on growth in traffic demand from development over a wide area. Jurisdictions in Placer County currently have traffic impact fee programs both at the local jurisdiction and regional county levels. Traffic impact fees on new development are a potential source of funding for the above identified improvements. Placer County has a history of planning for both local and regional transportation improvements, including the South Placer Regional Transportation Authority (http://pctpa.net/sprta/). Caltrans, PCTPA, and local jurisdictions continuously update and add new projects that are identified to accommodate future population and employment growth. The specific intersection and roadway improvements identified above, which are all located on Caltrans facilities or within the City of Rocklin and City of Roseville, will be addressed as part of current ongoing projects, capital improvement program updates, and traffic impact fee updates.

D.6 Visual/Aesthetics

D.6.1 CEQA Mitigation Measures

Use Native Grass and Wildflower Species in Erosion Control Grassland Seed Mix

Construction contractors will be required to incorporate native grass and wildflower seed to standard seed mixes, which may be nonnative, for erosion control measures that will be applied to all exposed slopes. Wildflowers will provide seasonal interest to areas where trees and shrubs are removed and grasslands are disturbed. Only wildflower and grass species that are native will be incorporated into the seed mix, and under no circumstances will any invasive grass or wildflower plant species be used as any component in any erosion control measures. Species will be chosen that are indigenous to the area and for their appropriateness to the surrounding habitat. For example, upland grass and wildflower species will be chosen for drier, upland areas, and wetter species will be chosen for areas that will receive more moisture. If not appropriate to the surrounding habitat, wildflowers should not be included in the seed mix.

Implement Interchange and Slope Landscaping and Visual Buffers

Landscaping within interchange loops and on constructed earth slopes will improve the visual quality of the roadway corridor by improving corridor aesthetics and helping to reduce the apparent scale of new and reconfigured aerial connectors. Visual buffers also will be planted to replace or supplement existing visual buffers for visual assessment units bordering the I-80 and SR 65 corridors that are affected by the project. This landscaping will serve as a buffer and screen against nuisance lighting resulting from oncoming vehicle headlights and roadway lighting and will help to prevent or greatly reduce nuisance lighting from affecting nearby sensitive viewers. Prior to approval of the roadway design, the Caltrans project landscape architect will review project designs to ensure that the following elements are implemented in the project landscaping plan.

- One hundred percent of the species composition will reflect species that are native and indigenous to the project area and California. Native plant species can be used to create attractive spaces, high in aesthetic quality, that are not only drought-tolerant but attract more wildlife than traditional landscape plant palettes. Use of native species promotes a visual character of California that is being lost through development and reliance on nonnative ornamental plant species.
- The species list will include trees, shrubs, and an herbaceous understory of varying heights, as well as both evergreen and deciduous types. Plant variety will increase the effectiveness of the roadside planting areas by providing multiple layers, seasonality, diverse habitat, and reduced susceptibility to disease. Evergreen groundcovers or low-growing plants, such as *Ceanothus* spp., should be used in areas where taller vegetation would potentially cause driving hazards by obscuring sight distances.
- Special attention should be paid to plant choices near residences to ensure that species chosen are of an appropriate height and rely on evergreen species to provide year-round light screening from nuisance light.
- Under no circumstances will any invasive plant species be used at any location.
- Vegetation will be planted within the first 6 months following project completion at any given location.
- An irrigation and maintenance program will be implemented during the plant establishment period and carried on, as needed, to ensure plant survival. However, design of the landscaping plan will try to maximize the use of planting zones that are water efficient. The design also may incorporate aesthetic features, such as cobbling swales or shallow detention areas, which can reduce or eliminate the need for irrigation in certain areas.
- If an irrigation system is required, areas that are irrigated will use a smart watering system that evaluates the existing site conditions and plant material against weather conditions to avoid overwatering of such areas. To avoid undue water flows, the irrigation system will be managed in such a manner that any broken spray heads, pipes, or other components are fixed within 1–2 days, or the zone or system will be shut down until it can be repaired.

Implement Project Design Aesthetics

The project will incorporate an aesthetic design treatment with a consistent motif for new and reconfigured structures such as retaining walls, lane barriers, and connector system structures. Choosing earth-toned colors for the surfaces would be less distracting to viewers than light or brightly colored surfaces. The design motif applied to structures will reflect a combination of naturally colored surfaces and surfaces that are textured to appear as natural materials (e.g., rock or cobble) or that incorporates a design theme (such as wildlife and plants of native oak woodlands, traditional architectural elements such as inset panels, or other design reflecting local heritage or environment) using form liners. Such a motif would reduce visual monotony, soften verticality, reduce glare, and be more visually pleasing to viewers than plain surfaces. It will be used for surfaces that would be visible to highway users and other viewers: retaining walls, exterior facing barriers and girders on bridges, decking, abutments and side supports, and columns. Local examples of such treatments include the I-5/French Camp interchange in

Stockton and SR 99/Sheldon Road overcrossing in Elk Grove. Non-local examples include Maryland 216 in Prince Georges County, Maryland; US 54/East Kellogg Drive and South Oliver Street interchange in Wichita, Kansas; and Roberts Road bridge in Los Gatos, California.

Roughened retaining wall surfaces would soften the verticality of the wall faces by providing visual texture and reducing the amount of smooth surface that can reflect light. Furthermore, if possible, a plantable wall surface, such as a retaining wall structure that allows interstices for planting, will be evaluated for use as a possible best management practice to help introduce more landscaping. A local example includes the slopes east and west of the Rocklin Road/I-80 undercrossing. However, a plantable wall surface will not be used if it would require more space or create a greater impact on adjacent visual assessment units. The shade of the wall also will be carefully considered. Studies have shown that structures 2–3 degrees darker than the color of the general surrounding area creates less of a visual impact than matching or lighter hues (U.S. Bureau of Land Management 2008). In general, very light buff/tan, brown, or gray colors stand out more than darker colors such as deep browns, deep red-browns, and deep warm grays that have the ability to complement the surrounding vegetation. Lane barrier coloring should complement project retaining walls and avoid using lightly colored concrete that appears to be white or greyish-white and, instead, use mid- to darker greys or tans to limit reflective glare.

Minimize Fugitive Light from Portable Sources Used for Construction

At a minimum, the construction contractor will minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights will be used. Portable lights will be operated at the lowest allowable wattage and height and will be raised to a height no greater than 20 feet. All lights will be screened and directed downward toward work activities and away from the night sky, highway users, and highway neighbors, particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.

Apply Minimum Lighting Standards

All overhead street lighting is to be limited to the minimum required for driver safety and will be designed using the Illuminating Engineering Society's design guidelines and in compliance with International Dark-Sky Association approved fixtures. All lighting is to cause minimum impact on the surrounding environment and will utilize downcast, cut-off type fixtures that are shielded and direct the light only toward surfaces requiring illumination. Accordingly, lights must be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties, open spaces, or backscatter into the nighttime sky. The lowest allowable wattage will be used for all lighted areas, and the amount of nighttime lights needed to light an area will be minimized to the highest degree possible. Light fixtures will have non-glare finishes that will not cause reflective daytime glare. Lighting will be designed for energy efficiency, use high-pressure sodium vapor lights with individual photocells, and have daylight sensors or be timed with an on/off program. Lights will provide good color rendering with natural light qualities with the minimum intensity feasible for security, safety, and personnel access. Technologies to reduce light pollution evolve over time and design measures that are presently available may help, but may not be the most effective means of controlling light pollution once the project is designed. Consequently, all design measures used to reduce

light pollution will use the technologies available at the time of project design to allow for the highest potential reduction in light pollution.

Install Visual Barriers between Construction Work Areas and Sensitive Receptors

The contractor will install visual barriers to obstruct undesirable views of construction activities from, and to protect privacy for, sensitive receptors—especially residents and recreational areas that are adjacent to the construction site. The visual barrier may be chain-link fencing with privacy slats, fencing with windscreen material, wood or concrete barrier/soundwall, or other similar barrier. The visual barrier will be a minimum of 6 feet high to help to maintain the privacy of residents and block long-term ground-level views toward construction activities. While this visual barrier would introduce a visual intrusion, it would greatly reduce the visual effects associated with visible construction activities.

D.7 Cultural Resources

D.7.1 Avoidance and Minimization Measures

Install Fencing to Protect Cultural Resources

Prior to construction, the construction contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to P-31-1443. Prior to installation, an Environmentally Sensitive Areas (ESAs) Action Plan will be prepared as required by Caltrans.

Conduct Mandatory Cultural Resources Awareness Training for Construction Personnel

Before any ground disturbing work occurs in the project area, a qualified archaeologist will be retained to conduct a mandatory contractor/worker cultural resources awareness training for construction personnel. The awareness training will be provided to all construction personnel (contractors and subcontractors) to brief them on the need to avoid effects on cultural resources adjacent to and within construction areas and the penalties for not complying with applicable state and federal laws and permit requirements.

Retain a Qualified Archaeologist and a Native American Monitor to Conduct Monitoring During Construction in Areas Sensitive for Cultural Resources

A qualified archaeologist and a Native American monitor will be retained to monitor all construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, bridge construction) adjacent to ESAs. The purpose of the monitoring is to ensure that measures identified in the environmental document are properly implemented to avoid and minimize effects on cultural resources and to ensure that the project complies with all applicable permit requirements and agency conditions of approval. The archaeologist will ensure that fencing around ESAs remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters ESAs. The monitor will prepare

daily logs recording the results of monitoring, and a final monitoring report will be prepared at the end of each construction season.

D.7.2 CEQA Mitigation Measures

Implement Avoidance and Notification Procedures for Cultural Resources

It is Caltrans' policy to avoid cultural resources whenever possible. If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. All reasonable measures will be implemented to avoid, minimize, or mitigate further harm to the resource. If appropriate, the project proponent will notify Indian tribes or Native American groups that may attach religious or cultural significance to the affected property of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent (MLD). The project proponent will work with the MLD to avoid the remains, and if avoidance is not feasible, to determine the respectful treatment of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

Conduct Phase III Data Recovery on P-31-1443

Because site P-31-1443 is eligible for listing on the NRHP and project construction cannot avoid a portion of the site, data recovery will be necessary. The potential contribution of a prehistoric site to archaeological research can be preserved, at least in part, through an excavation program designed to recover the materials that constitute important data. This research program is referred to as data recovery, or a Phase III study. Under 36 CFR 800, data recovery at an archaeological site is no longer the basis for a finding of "no adverse effect" to the site. However, data recovery continues to be an important measure to mitigate adverse effects, when avoidance of impacts is not feasible. The data recovery (or Phase III) study will consist of:

- Preparation of a Data Recovery Plan (DRP)
- Preparation of a Phase III Proposal
- Fieldwork
- Laboratory work and analysis
- Reporting the study's results

A MOA was prepared. The MOA documents agreements made about the timing, nature, and extent of the data recovery effort. Signatories on the MOA are the SHPO and Caltrans. Native American groups consulting on the project are invited to sign the MOA as concurring parties. A copy of the MOA is included in Appendix F.

The DRP was prepared concurrent with the MOA and serves to document agreement between Caltrans and SHPO that the objectives and scope of the proposed Phase III study are appropriate. The DRP is prepared in accordance with guidelines given in the Caltrans Standard Environmental Reference (SER) and Attachment 6 of the Section 106 PA. The DRP, at a minimum, provides for results and interpretation of research questions and proposed investigations, including how the public might benefit from the information gathered. The DRP also includes provisions for Native American consultation, qualifications of key personnel, field methods and techniques, and describe appropriate arrangements for curation of archeological materials and records.

Following approval of the DRP, a Phase III Proposal will be prepared, which is primarily an in-house document that builds on the DRP; it may reference appropriate portions of the plan or include them as attachments, if they have been adequately developed. The Phase III Proposal will differ from the DRP in that it will include the specifics of personnel, schedule, and cost.

Intensive fieldwork and detailed laboratory analyses are needed to realize the objectives of the data recovery program. Data recovery fieldwork will be conducted with a Native American monitor present. Recovered materials will be curated at an appropriate repository in accordance with 36 CFR Part 79, “Curation of Federally Owned and Administered Archaeological Collections,” and the Office of Historic Preservation’s “Guidance for the Curation of Archaeological Collections.”

Once fieldwork and laboratory analysis are completed, a Data Recovery Report will be prepared that details the methods and results of the effort. The final report will describe the contributions the excavation made toward creating a more complete picture of regional prehistory. The SER guidelines for preparing Data Recovery Reports will be followed by the archaeologist. The archaeologist will also prepare a revised archaeological site record that documents the changed information about the site as a result of the Phase III studies. The district PQS will send a copy of this revised record to the CHRIS North Central Information Center located at California State University, Sacramento.

D.8 Hydrology and Floodplain

No measures are necessary.

D.9 Water Quality

D.9.1 Avoidance and Minimization Measures

The State Water Board has issued Caltrans a Statewide NPDES Permit (Order No. 2012-0011-DWQ). This permit regulates the storm water and non-storm water discharges associated with project construction activities and discharges associated with normal maintenance and operations of Caltrans facilities. The permit also serves as a State of California WDR. Compliance with this permit requires implementation of BMPs that achieve the performance standards of best

reduce or eliminate storm water pollution. BMPs will be implemented during construction and operations to limit sediments and pollutants from affecting drainages and to diminish erosion in the project area. BMPs are described further below.

Water Quality Protection During Construction

The Construction General Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and 2012-0006-DWQ) is applicable to all entities disturbing more than an acre of soil. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre of total land area (such as this project) must comply with the provisions of the Construction General Permit and develop and implement an effective SWPPP. Caltrans' requires submission of a Notice of Intent to the RWQCB at least 30 days prior to construction and preparation of the SWPPP prior to the beginning of construction. Implementation of the SWPPP starts with the commencement of construction and continues through the completion of the project. Upon completion of the project, Caltrans must submit a Notice of Termination to the RWQCB, to indicate that construction is complete.

The SWPPP would include the following elements:

- Project Description – The Project description includes maps and other information related to construction activities and potential sources of pollutants.
- Minimum Construction Control Measures – These measures may include limiting construction access routes, stabilization of areas denuded by construction, and using sediment controls and filtration.
- Erosion and Sediment Control – The SWPPP is required to contain a description of soil stabilization practices, control measures to prevent a net increase in sediment load in stormwater, controls to reduce tracking sediment onto roads, and controls to reduce wind erosion.
- Non-Stormwater Management – The SWPPP includes provisions to reduce and control discharges other than stormwater.
- Post-Construction Stormwater Management – The SWPPP includes a list of stormwater control measures that provide ongoing (permanent) protection for water resources.
- Waste Management and Disposal – The SWPPP includes a waste management section including equipment maintenance waste, used oil, batteries, etc. All waste must be disposed of as required by state and federal law.
- Maintenance, Inspection, and Repair – The SWPPP requires an ongoing program to ensure that all controls are in place and operating as designed.
- Monitoring – This provision requires documented inspections of the control measures.
- Reports – The contractor will prepare an annual report on the construction project and submit this report on July 15 each year. This report will be submitted on the Storm Water Multiple Application and Report Tracking System website to the SWRCB.

- Training – The SWPPP provides documentation on the training and qualifications of the designated Qualified SWPPP Developer and Qualified SWPPP Practitioner. Trained personnel must do inspections, maintenance, and repair of construction site BMPs.
- Construction Site Monitoring Program – The SWPPP includes a Construction Site Monitoring Program detailing the procedures and methods related to the visual monitoring and sampling and analysis plans for non-visible pollutants, sediment and turbidity, pH and bioassessment.

The following minimum BMPS would be necessary for the project to comply with the Construction General Permit:

- Soil Stabilization
  - Hydroseeding
  - Geotextiles, Mats, Plastic Covers, and Erosion Control Blankets,
  - Hydraulic Mulch
- Sediment Control
  - Fiber Rolls
  - Silt Fence
  - Sediment Trap
  - Gravel Bag Berm
  - Check Dams
  - Storm Drain Inlet Protection
- Tracking Control Practices
  - Temporary Construction Entrance
- Non-stormwater Controls
  - Dewatering Operations
  - Material and Equipment Use over Water
  - Clear Water Diversion
  - Temporary Stream Crossing
  - Potable Water/Irrigation
- Water Management and Materials Pollution Control
  - Concrete Waste Management
  - Hazardous Waste Management and Contaminated Soil Management

Because Caltrans and the construction contractor must comply with conditions stipulated in water quality permits for the project, no additional measures are required.

Water Quality Protection During Project Operation and Maintenance

The Caltrans MS4 permit contains provisions to reduce, to the maximum extent practicable, pollutant loadings from the facility once construction is complete. Thus, design features or BMPs would be developed and incorporated into the project design and operations prior to the project construction. These measures would reduce the suspended particulate loads, and thus pollutants associated with the particles, from entering waterways. Additionally, an operation and maintenance program would be implemented for permanent control measures.

Low impact development measures are proposed to reduce the rate of runoff, filter pollutants, and allow infiltration into the ground. The proposed measures would address peak flow attenuation impacts can include structural measures, such as detention, underground storage, and non-structural measures, through the modification of proposed treatment BMPs to accommodate flow and volume control.

Caltrans approved treatment BMPs/low impact development measures that have been studies and verified to remove targeted design constituents and provide general pollutant removal include:

- Biofiltration Systems
- Infiltration Devices
- Detention Devices
- Dry Weather Flow Division
- Gross Solids Removal devices (GSRDs)
- Media Filters
- Multi-Chamber Treatment Train
- Wet Basins

The Caltrans Maintenance Unit would be responsible for maintaining the treatment BMPs discussed above. The Maintenance Stormwater Coordinator would be involved in the design review of any permanent stormwater treatment BMPs and would need to approve any such devices at the end of the plans, specifications, and estimate phase. The Caltrans Maintenance Unit would be able to provide guidance on the following project-related issues to ensure BMPs function as needed:

- Drainage patterns (particularly known areas of flooding, debris, etc.)
- Stability of slopes and roadbed (help determine if the Project can be built and maintained economically)
- Possible material borrow or spoil sites
- Concerns of the local residents
- Existing and potential erosion problems
- Facilities within the right-of-way that will affect alternative designs

- Special problems such as deer crossings, endangered species, etc.
- Whether facilities are safe to maintain
- Known environmentally sensitive areas
- Frequency of traction sand use and estimate of sand quantity applied annually

Also see the measure to *Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Other Waters* in Section 2.17, "Wetlands and Other Waters."

D.9.2 CEQA Mitigation Measures

No measures are necessary.

D.10 Geology/Soils/Seismic/Topography

No measures are necessary.

D.11 Paleontology

D.11.1 Avoidance and Minimization Measures

No measures are necessary.

D.11.2 CEQA Mitigation Measures

Educate Construction Personnel in Recognizing Fossil Material

All construction personnel will receive training provided by a qualified professional paleontologist experienced in teaching non-specialists to ensure that construction personnel can recognize fossil materials in the event that any are discovered during construction.

Stop Work if Substantial Fossil Remains Are Encountered during Construction

If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities, activities will stop immediately until a State-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. Treatment may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and may include preparation of a report for publication describing the finds. The project proponent will ensure that recommendations regarding treatment and reporting are implemented.

Resource Stewardship Measures

The following will be added to the project's standard specification.

If paleontological resources are discovered at the job site, do not disturb the material and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Protect the area
3. Notify the Resident Engineer

The project proponent investigates and modifies the dimensions of the protected area if necessary.

Do not take paleontological resources from the job site. Do not resume work within the specified radius of the discovery until authorized. A specification alerting the construction contractor that paleontological monitoring will occur during activities that will disturb native sediments will also be added to the project's specifications.

D.12 Hazardous Waste/Materials

D.12.1 Avoidance and Minimization Measures

Conduct Site Assessment

The project proponent will conduct additional site assessments of the road right-of-way adjacent to APN 015-162-005 prior to construction, and of 015-162-007 prior to acquisition and construction, to determine the extent and nature of possible contamination and implement appropriate avoidance or remediation measures according to state and federal regulations. Additional assessment of 015-162-007, private property proposed for acquisition, was not possible during the preparation of the environmental document because landowner permission was not available. To reduce the potential of encountering unexpected contamination, further assessment will include obtaining additional information about the contamination history of the parcels, conducting a site inspection and owner interview, and review of local agency files.

Develop and Implement Plans to Address Worker Health and Safety

As necessary, and as required by Caltrans and federal and state regulations, plans such as a health and safety plan, BMPs, and/or an injury and illness prevention plan will be prepared and implemented to address worker safety when working with potentially hazardous materials, including potential ACMs, LCPs, TWW, lead or chromium in traffic stripes, ADL, and other construction-related materials within the right-of-way during any soil-disturbing activity.

If project components are removed that may contain TWW (e.g., sign posts, metal beam guardrail wood posts, and lagging on retaining walls), the contractor must prepare and submit a

safety and health work practices plan for handling TWW approved by an American Board of Industrial Hygiene Certified Industrial Hygienist. TWW must be disposed of in an approved TWW facility. Construction workers who handle this material must be provided training that includes the following.

- All applicable requirements of Title 8 CCR;
- Procedures for identifying and segregating TWW;
- Safe handling practices;
- Requirements of Title 22 CCR, Division 4.5, Chapter 34; and
- Proper disposal methods.

Coordinate with Utility Companies for Relocation of Towers

Discussions with the utility companies has been initiated and both SMUD and PG&E have provided as-built drawings and clearance requirements. Before removal or relocation of the two PG&E/SMUD power towers located within the proposed acquisition area near Roseville Golfland-Sunsplash, utility owners will check the pole-mounted transformers for the presence of PCBs or other hazardous materials. If PCBs or other hazardous materials are present, the utility owner will handle remediation and disposal according to federal and state regulations. Identification and remediation of old transformers is the responsibility of the utility owner. Therefore, coordination between the construction contractor and power companies will occur before project activities involving the power towers commence

Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow/White Traffic Striping along Existing Roadways

As required by Caltrans' standard special provisions, the construction contractor will sample and test yellow/white traffic striping scheduled for removal to determine whether lead or chromium is present. All aspects of the project associated with removal, storage, transportation, and disposal will be in strict accordance with appropriate regulations of the California Health and Safety Code. The stripes will be disposed of at a Class 1 disposal facility. The responsibility of implementing this measure will be outlined in the contract between Caltrans and the construction contractor. Implementing this measure will minimize potential effects from these hazardous materials.

Perform Soil Testing and Dispose of Soils Contaminated with ADL Appropriately

Soil testing for ADL contamination will be conducted in the project area along I-80, SR 65, and Taylor Road prior to construction work.

Soils in the project limits identified as having hazardous levels of ADL will be disposed of or reused according to federal and state regulations. Soils within the right-of-way that contain hazardous waste concentrations of ADL may be reused under the authority of variances issued by the California Department of Toxic Substances Control. These variances include stockpiling, transporting, and reusing soils with concentrations of lead below maximum allowable levels in

the project right-of-way. Stockpiling, transporting and reusing of soil will also be conducted following Caltrans' standard special provisions.

Develop a Lead and Asbestos Abatement Plan

If structures are to be removed or renovated as part of the project, a hazardous materials survey will be conducted prior to demolition or significant renovation. If lead or asbestos is found in these structures, an abatement plan will be developed prior to removal or renovation. The abatement plan will provide for a California-certified asbestos consultant and California Department of Health Services–certified lead project designer to prepare hazardous materials specifications for abatement of the ACM and LCP. This specification should be the basis for selecting qualified contractors to perform the proposed asbestos and lead abatement work. Caltrans will retain a California-licensed asbestos abatement contractor to perform the abatement of any asbestos-containing construction materials and LCP deemed potentially hazardous. Abatement of hazardous building materials will be completed prior to any work on these structures.

D.12.2 CEQA Mitigation Measures

No measures are necessary.

D.13 Air Quality

D.13.1 Avoidance and Minimization Measures

Implement Control Measures for Construction Emissions of Fugitive Dust

Standard Specification Section 14, "Environmental Stewardship" addresses the construction contractor's responsibility on many items of concern, such as air pollution; protection of lakes, streams, reservoirs, and other waterbodies; use of pesticides; safety; sanitation; convenience for the public; and damage or injury to any person or property as a result of any construction operation. Section 14-9.02 includes specifications relating to air pollution control by complying with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including air pollution control rules, regulations, ordinances, and statutes provided in Government Code Section 11017 (Public Contract Code Section 10231). Section 14-9.03 is directed at controlling dust. The Caltrans Standard Specifications are incorporated into all Caltrans' construction contracts.

To the extent practicable, the following additional measures will be implemented to control dust based on the PCAPCD Fugitive Dust Control Requirements, when the measures have not already been incorporated in, and do not conflict with, the requirements of Caltrans' Standard Specifications, special provisions, the NPDES permit, the Biological Opinions, the CWA Section 404 permit, CWA Section 401 Certification, and other permits issued for the project. The

following excerpt is taken from the PCAPCD Fugitive Dust Control Requirements Fact Sheet (Placer County Air Pollution Control District 2013).

> For areas to be disturbed of any size, Rule 228, Fugitive Dust, Section 400 establishes standards to be met by activities generating fugitive dust. Minimum dust control requirements, summarized below, are to be initiated at the start and maintained throughout the duration of construction:
>
> 401.1 – Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered. In geographic ultramafic rock units, or when naturally occurring asbestos, ultramafic rock, or serpentine is to be disturbed, the cover material shall contain less than 0.25 percent asbestos as determined using the bulk sampling method for asbestos in Section 502.
>
> 401.2 – The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.
>
> 401.3 – Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
>
> 401.4 – Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.
>
> 401.5 – Construction vehicles leaving the site must be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off site.
>
> 401.6 – When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.
>
> 401.7 – No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either;
>
> 401.7.1 Covered with tarps; or
>
> 401.7.2 Wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.
>
> 402 – A person shall take actions such as surface stabilization, establishment of a vegetative cover, or paving, to minimize wind-driven dust from inactive disturbed surface areas.

In addition, Rule 228 requires that all projects must minimize and clean-up the track-out of bulk material or other debris onto public paved roadways. For 1 acre and less disturbed surface area in areas that are not “Most Likely” to contain naturally occurring asbestos (NOA) according to

PCAPCD's NOA hazard maps, and where NOA has not been found, only these minimum dust measures must be met (i.e., no Dust Control Plan is required).

For projects where greater than 1 acre of the site's surface will be disturbed, a Dust Control Plan must be submitted to PCAPCD for approval prior to the start of earth-disturbing activities if this requirement has been established as a Condition of Approval of a discretionary permit.

D.13.2 CEQA Mitigation Measures

No measures are necessary.

D.14 Noise

D.14.1 Avoidance and Minimization Measures

Minimize Noise Effects from Construction

Standard Caltrans procedures include implementation of the following measures to minimize the temporary noise effects from construction.

- All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- The construction contractor will implement appropriate additional noise measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

Implement Recommendations of the *Noise Abatement Decision Report*

Caltrans will implement the recommendations of the *Noise Abatement Decision Report* (ICF International 2014b**)**. The report recommends construction of a 14-foot-high Noise Barrier C, 16-foot-high Noise Barrier D, 14-foot-high Noise Barrier E, and 10-foot-high Noise Barrier G. These noise barriers were determined to meet reasonableness cost allowances for and to achieve design goals for noise abatement. Please refer to Section 2.14.4.1, "Noise" for a more detailed discussion regarding noise abatement.

D.15 Energy

No measures are necessary.

D.16 Natural Communities

D.16.1 Avoidance and Minimization Measures

Install Fencing and/or Flagging to Avoid and Protect Sensitive Biological Resources

Prior to construction, the construction contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to ESAs (e.g., riparian vegetation, wetlands, streams, special-status species habitat, and active bird nests). Where specific buffer distances are required for sensitive biological resources (e.g., wetlands, elderberry shrubs, special-status species habitats, active bird nests, and protected trees), they are specified under the corresponding measures below. The project proponent will ensure that the final construction plans show the locations where fencing will be installed. The plans also will define the fencing installation procedure. At the discretion of the project proponent, the project proponent or the construction contractor will ensure that the fencing is maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs.

Conduct Mandatory Environmental Awareness Training for Construction Personnel

Before any work occurs in the project area, including grading and tree removal, a qualified biologist (familiar with the resources to be protected) will be retained to conduct a mandatory contractor/worker environmental awareness training for construction personnel. The awareness training will be provided to all construction personnel (contractors and subcontractors) to brief them on the need to avoid effects to sensitive biological resources (e.g., riparian vegetation, wetlands, special-status species, nesting birds, and protected trees) adjacent to construction areas and the penalties for not complying with applicable state and federal laws and permit requirements. The biologist will inform all construction personnel about the life history and habitat requirements of special-status species with potential for occurrence onsite, the importance of maintaining habitat, and the terms and conditions of the biological opinion or other authorizing document (e.g., letter of concurrence). Proof of this instruction will be submitted to the project proponent, and other overseeing agencies (i.e., CDFW, USFWS, and NMFS), as appropriate.

The environmental training also will cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction. General restrictions and guidelines that must be followed by construction personnel are listed below.

- Project-related vehicles will observe the posted speed limit on hard-surfaced roads and a 10-mph speed limit on unpaved roads or access areas during travel within the project limits.
- Project-related vehicles and construction equipment will restrict off-road travel to the designated construction area.
- Vegetation clearing and construction operations will be limited to the minimum necessary in areas of temporary access work areas and staging.

- All food-related trash will be disposed of in closed containers and removed from the project site at least once a week during the construction period. Construction personnel will not feed or otherwise attract wildlife to the project site.
- No pets or firearms will be allowed on the project site.
- To prevent possible resource damage from hazardous materials such as motor oil or gasoline, construction personnel will not service vehicles or construction equipment outside designated staging areas.
- The training also will include identifying the BMPs written into construction specifications for avoiding and minimizing the introduction and spread of invasive plants (see Section 2.21) and the rationale behind their implementation during project construction.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

A qualified biologist will be retained to monitor all construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, and bridge construction) within or adjacent to Environmentally Sensitive Areas (ESAs) (e.g., riparian vegetation, wetlands, streams, special-status species habitat, and active bird nests). The purpose of the monitoring is to ensure that measures identified in this report are properly implemented to avoid and minimize effects on sensitive biological resources and to ensure that the project complies with all applicable permit requirements and agency conditions of approval. The biologist will ensure that fencing around ESAs remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters ESAs. The monitor will complete daily logs, and a final monitoring report will be prepared at the end of each construction season that will be submitted to the project proponent and other overseeing agencies (i.e., CDFW, USFWS, and NMFS), as appropriate.

D.16.2 CEQA Mitigation Measures

Compensate for the Temporary and Permanent Loss of Non-Wetland Riparian Forest (including SRA Cover)

The final compensation plan for the permanent and temporary loss of non-wetland riparian forest, including areas considered SRA cover habitat, will be more fully developed as part of consultation with NMFS and additional coordination with the City of Roseville Open Space manager and environmental coordinator. Compensation for the impacts on riparian forest will depend on the amount and location of SRA and the availability and feasibility of onsite restoration along Miners Ravine, Secret Ravine, and Antelope Creek.

The project proponent will compensate for temporary and permanent impacts on non-SRA riparian forest at a minimum ratio of 2:1 and on SRA riparian forest habitat at a minimum of 3:1. For non-SRA riparian habitat, the project proponent may choose to purchase mitigation bank credits at a locally approved bank or compensate by restoring or enhancing riparian forest at

onsite and/or offsite locations within the Dry Creek watershed. Each of these options is described below.

- **Mitigation Bank Credit Purchase**. If this option is chosen for non-SRA riparian forest habitats, the project proponent will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid. The mitigation will be approved by CDFW and may be modified during the permitting process.
- **Onsite and/or Offsite Restoration in the Dry Creek Watershed**. This option may be chosen for non-SRA riparian forest and will be required for riparian forest identified as SRA cover. Onsite restoration will be required for all areas temporarily disturbed by construction. For onsite or offsite replacement plantings, an onsite mitigation planting plan will be prepared that includes a species list and number of each species, planting locations, and maintenance requirements. Plantings will consist of cuttings taken from local plants or plants grown from local material. Planted species for the mitigation plantings will be similar to those removed from the project area and will include native species, such as valley oak, Fremont cottonwood, Oregon ash, black willow, red willow, and arroyo willow. The final planting plan will be developed based on results of the arborist survey for species to be removed. All plantings will be fitted with exclusion cages or other suitable protection from herbivory. Plantings will be irrigated for up to 3 years or until established.

For riparian habitat restored onsite, it should occur in the same year as construction. Plantings will be monitored annually for 3 years or as required in the project permits. If 75 percent of the plants survive at the end of the monitoring period, the revegetation will be considered successful. If the survival criterion is not met at the end of the monitoring period, planting and monitoring will be repeated after mortality causes have been identified and corrected. Riparian forest compensation will be consistent with the requirements of the City of Roseville and City of Rocklin tree ordinances to ensure compensation for losses of individual protected trees.

To provide a more accurate estimate of tree loss, an arborist survey will be conducted upon completion of 90% design plans for each phase of the project. In addition to a description of the tree, the arborist survey report will include the precise location of the trunk and size of the dripline for all trees whose trunk or canopy overlap with the project footprint.

To satisfy NMFS and compensate for the loss of SRA cover, this measure will include the following:

- Replace affected SRA cover vegetation at a 3:1 replacement ratio by planting native riparian trees in temporary impact areas and along existing unshaded banks. This linear distance will provide a 3:1 replacement ratio (i.e., 3 linear feet replaced for every 1 foot affected).
- Plant native riparian trees onsite to the maximum extent practicable, followed by planting on adjacent reaches of affected streams to minimize the need for offsite mitigation.
- Plant riparian trees that are intended to provide SRA cover along the water's edge at summer low flows and at levels sufficiently dense to provide shade along at least 85 percent of the bank's length when the plant reaches maturity.

- Ensure that riparian plantings intended for SRA cover mitigation are planted within 10 feet (horizontal distance) of the summer wetted channel. This maximum planting distance will ensure that riparian plantings will contribute to SRA cover once they approach maturity.
- Monitor and evaluate the revegetation success of riparian plantings intended for SRA cover mitigation as described above.

Compensate for the Permanent Loss of Oak Woodland

The project proponent will compensate for the permanent loss of oak woodland at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings for oak woodland may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin).

If onsite or offsite replacement planting will occur, a mitigation planting plan will be prepared that includes a species list and number of each species, planting locations, and maintenance requirements. Plantings will consist of cuttings taken from local plants or plants grown from local material. Planted species for the mitigation plantings will be similar to those removed from the project area and will include native species, such as interior live oak, blue oak, valley oak, ceanothus (*Ceanothu*s sp.), toyon (*Heteromeles arbutifolia*), and other locally appropriate species. The final planting plan will be developed based on results of the arborist survey for species to be removed. All plantings will be fitted with exclusion cages or other suitable protection from herbivory. Plantings will be irrigated for up to 3 years or until established.

Plantings will be monitored annually for 3 years or as required in the project permits. If 75 percent of the plants survive at the end of the monitoring period, the revegetation will be considered successful. If the survival criterion is not met at the end of the monitoring period, planting and monitoring will be repeated after mortality causes have been identified and corrected.

Oak woodland compensation will be consistent with the requirements of the City of Roseville and City of Rocklin tree ordinances to ensure compensation for losses of individual oak trees.

To provide a more accurate estimate of tree loss, an arborist survey will be conducted upon completion of 90% design plans for each phase of the project. In addition to a description of the tree, the arborist survey report will include the precise location of the trunk and size of the dripline for all trees whose trunk or canopy overlap with the project footprint.

D.17 Wetlands and Other Waters

D.17.1 Avoidance and Minimization Measures

Install Fencing and/or Flagging to Avoid and Protect Sensitive Biological Resources

Please refer to the discussion of this measure in D.16.

Conduct Mandatory Environmental Awareness Training for Construction Personnel

Please refer to the discussion of this measure in D.16.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

Please refer to the discussion of this measure in D.16.

Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Other Waters

The construction contractor will comply with all construction site BMPs specified in the SWPPP and any other permit conditions to minimize the introduction of construction-related contaminants and mobilization of sediment in wetlands and other waters in and adjacent to the project area. These BMPs will address soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-storm water management, and waste management practices. The BMPs will be based on the best conventional and best available technology.

The project is subject to storm water quality regulations established under the NPDES program, described in Section 402 of the federal CWA. In California, the NPDES program requires that any construction activity disturbing 1 or more acres comply with the statewide General Permit, as authorized by the State Water Board. The General Permit requires elimination or minimization of non-storm water discharges from construction sites and development and implementation of a SWPPP for the site. The primary elements of the SWPPP include the following.

- Description of site characteristics–including runoff and streamflow characteristics and soil erosion hazard—and construction procedures.
- Guidelines for proper application of erosion and sediment control BMPs.
- Description of measures to prevent and control toxic materials spills.
- Description of construction site housekeeping practices.

In addition to these primary elements, the SWPPP will specify that the extent of soil and vegetative disturbance will be minimized by control fencing or other means and that the extent of soil disturbed at any given time will be minimized. The SWPPP must be retained at the construction site.

The BMPs will be selected to achieve maximum sediment removal. The BMPs will represent the best available technology that is economically achievable and are subject to review and approval by Caltrans. Routine inspections of the construction area will be performed to verify that the BMPs are properly implemented and maintained.

The BMPs will include, but are not limited to, the following.

- Conduct all earthwork or foundation activities involving wetlands and other waters in the dry season (generally between June 15 and October 15, may vary based on weather). Conduct all in-water work within streams that provide anadromous fish habitat (Antelope Creek, Miners Ravine, and Secret Ravine) between June 15 and October 15.
- Use only equipment in good working order and free of dripping or leaking engine fluids when working in and around drainages and wetlands. Perform all vehicle maintenance at least 300 feet from all drainages and wetlands. Conduct any necessary equipment washing where the water cannot flow into drainages or wetlands.
- Develop a Hazardous Material Spill Prevention Control and Countermeasure Plan before construction begins. The plan will include strict onsite handling rules to keep construction and maintenance materials from entering the river, including procedures related to refueling, operating, storing, and staging construction equipment, as well as preventing and responding to spills. The plan also will identify the parties responsible for monitoring the spill response. During construction, any spills will be cleaned up immediately according to the spill prevention and countermeasure plan.
- Prohibit the following types of materials from being rinsed or washed into the streets, shoulder areas, or gutters: concrete, solvents and adhesives, thinners, paints, fuels, sawdust, dirt, gasoline, asphalt and concrete saw slurry, and heavily chlorinated water.
- Measure baseline turbidity, pH, specific conductance, and temperatures in Antelope Creek, Miners Ravine, and Secret Ravine. As required by the Central Valley RWQCB, avoid exceeding water quality standards specified in the Water Quality Control Plan for the Sacramento and San Joaquin River Basins over the natural background conditions.
- Prevent discharge of turbid water to Antelope Creek, Miners Ravine, Secret Ravine, and tributary drainages during any construction activities by filtering the discharge first using a filter bag, diverting the water to a settling tank or infiltration areas, and/or treating the water in a manner to ensure compliance with water quality requirements prior to discharging water to Antelope Creek, Miners Ravine, Secret Ravine or any drainage ditch, wetland, or other aquatic habitat.
- Prevent discharge of concrete to Antelope Creek, Miners Ravine, Secret Ravine or any other aquatic habitat as concrete is being poured, as required by the NPDES permit.
- Dispose of any surplus concrete rubble, asphalt, or other rubble from construction at a local landfill.
- Prepare and implement an erosion and sediment control plan for the proposed project. The plan will include the provisions and protocols listed below. The SWPPP for the project will detail the applications and type of measures and the allowable exposure of unprotected soils.

- Make discharge from dewatering operations, if needed, and runoff from disturbed areas conform to the water quality requirements of the waste discharge permit issued by the Central Valley RWQCB.
- Apply temporary erosion control measures, such as sandbagged silt fences, throughout construction of the proposed project that will be removed after the working area is stabilized or as directed by the engineer. Soil exposure will be minimized through use of temporary BMPs, groundcover, and stabilization measures. Exposed dust-producing surfaces will be sprinkled daily, if necessary, until wet; this measure will be controlled to avoid producing runoff. Paved roads will be swept daily following construction activities.
- Conduct periodic maintenance of erosion and sediment control measures.
- Plant an appropriate seed mix of native or naturalized species on disturbed areas upon completion of construction.
- Cover or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment to waterways.
- Enclose and cover exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways. Material stockpiles will be located in non-traffic areas only. Side slopes will not be steeper than 2:1. All stockpile areas will be surrounded by a filter fabric fence and interceptor dike.
- Contain soil and filter runoff from disturbed areas by berms, vegetated filters, silt fencing, straw wattles, plastic sheeting, catch basins, or other means necessary to prevent the escape of sediment from the disturbed area.
- Use other temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) to control erosion from disturbed areas as necessary.
- Avoid earth or organic material from being deposited or placed where it may be directly carried into nearby wetlands or other waters.

The project proponent also will obtain a 401 Water Quality Certification from the Central Valley RWQCB and an LSAA from CDFW that may contain additional BMPs and water quality measures to ensure the protection of water quality.

D.17.2 CEQA Mitigation Measures

Compensate for Temporary and Permanent Impacts on Wetlands

To compensate for temporary and permanent project impacts on seasonal wetland, freshwater emergent wetland, and riparian forest/scrub wetland, the project proponent will purchase credits at an approved mitigation bank to ensure no net loss of wetland functions and values. Vernal pool mitigation will be coordinated with compensatory mitigation for listed vernal pool fairy

shrimp and vernal pool tadpole shrimp such that mitigation for loss of listed species habitat does not duplicate mitigation for loss of USACE-jurisdictional vernal pool habitat. Mitigation banks with service areas for Placer County include Laguna Terrace East Conservation Bank, Reeds Creek Vernal Pool Preserve, Twin Cities Conservation Bank and Preserve, Toad Hill Ranch Mitigation Bank, and Western Placer Schools Conservation Bank. The minimum wetland compensation ratio will be 1:1 (1 acre of wetland habitat credit for every 1 acre of impact) to ensure no-net-loss of wetland habitat functions and values.

The construction contractor will be required to implement the conditions and requirements of state and federal permits that will be obtained for the proposed project.

Compensate for Placement of Permanent Fill in Waters of the United States/Waters of the State

The project proponent will compensate for the permanent fill of other waters of the United States and waters of the State (a direct impact associated with roadway construction). Temporarily disturbed waters of the United States will be returned to pre-construction condition following construction. The project proponent will purchase compensatory credits at a USACE-approved mitigation bank to ensure no net loss of functions and values. As discussed previously, mitigation banks with service areas for Placer County include Laguna Terrace East Conservation Bank, Reeds Creek Vernal Pool Preserve, Twin Cities Conservation Bank and Preserve, Toad Hill Ranch Mitigation Bank, and Western Placer Schools Conservation Bank. The minimum other waters compensation ratio will be 1:1 (1 acre of other waters habitat credit for every 1 acre of permanent impact) to ensure no net loss of habitat functions and values.

The construction contractor will be required to implement the conditions and requirements of state and federal permits that will be obtained for the proposed project.

D.18 Plant Species

No measures are necessary.

D.19 Animal Species

D.19.1 Avoidance and Minimization Measures

Install Fencing and/or Flagging to Avoid and Protect Sensitive Biological Resources

Please refer to the discussion of this measure in D.16.

Conduct Mandatory Environmental Awareness Training for Construction Personnel

Please refer to the discussion of this measure in D.16.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

Please refer to the discussion of this measure in D.16.

Provide Escape Ramps for Wildlife and Inspect Pits and Trenches Daily

To prevent inadvertent entrapment of western spadefoot during construction in grassland habitat under the East Roseville Viaduct, the construction contractor will provide all excavated, steep-walled holes, or trenches more than 6 inches deep with one or more escape ramps constructed of earth fill or wooden planks; and the biological monitor or a designated crew member will inspect these ramps prior to being filled to ensure that no wildlife are present. In the event that holes or pits cannot be ramped, they will be properly covered at night to prevent access by wildlife. Coverings may consist of wooden boards, metal plates, or tarps held down by soil or rocks, with no openings between the cover and the ground. The biological monitor or a designated construction crew member will inspect covered and open trenches and pits each morning and evening during construction to look for spadefoot or other wildlife that may have become trapped. It should be noted that spadefoot can fall into a trench or pit through the excavated wall of the trench/pit; therefore, these areas must be inspected daily, even if covered.

Conduct a Pre-Construction Survey for Pacific Pond Turtle and Exclude Turtles from Work Area

To avoid and minimize impacts on Pacific pond turtles, the project proponent will retain a qualified wildlife biologist will conduct two separate pre-construction surveys: 2 weeks before, and within 48 hours of, disturbance in aquatic and upland habitats. The survey objectives are to determine the presence or absence of pond turtles in the construction work area and, if necessary, to allow time for successful trapping and relocation.

If possible, the surveys will be timed to coincide with the time of day and year when turtles are most likely to be active (during the cooler part of the day from 8:00 a.m. to 12:00 p.m. during spring, summer, and late summer). Prior to conducting presence/absence surveys, the biologist will locate the microhabitats for turtle basking (logs, rocks, and brush thickets) and determine a location to quietly observe turtles.

Each aquatic survey will include a 15-minute wait time after arriving on site to allow startled turtles to return to open basking areas. The survey will consist of a minimum 15-minute observation time per area where turtles could be observed. A survey of adjacent upland habitat also will be conducted to look for adult turtles and active nests.

If turtles are observed during a survey and they cannot be avoided, they will be either hand-captured or trapped and relocated outside the construction area to appropriate aquatic habitat by a biologist with a valid Memorandum of Understanding (MOU) from CDFW, and as determined during coordination with CDFW. Handling of a species of special concern requires authorization from CDFW through an MOU specific to project activities and will be obtained at the time of construction, as necessary. If an active turtle nest is found, the biologist will coordinate with CDFW to determine the appropriate avoidance measures.

Conduct Pre-Construction Surveys for Burrowing Owl and Establish Exclusion Zones, if Necessary

A qualified biologist will conduct two separate pre-construction surveys for burrowing owl: no less than 14 days prior to, and within 48 hours of, initiating ground-disturbing activities within suitable habitat. The pre-construction survey area will encompass the designated work area (including permanent and temporary impact areas) and a 500-foot buffer around this area where access is permitted. To the maximum extent feasible (i.e., where the construction footprint can be modified), construction activities within 500 feet of active burrowing owl burrows will be avoided during the nesting season (February 1 to August 31).

If an active burrow is identified near a proposed work area and work cannot be conducted outside of the nesting season (February 1 to August 31), a qualified biologist will establish a no-activity zone that extends a minimum of 250 feet around the burrow. If burrowing owls are present at the site during the non-breeding season (September 1 through January 31), a qualified biologist will establish a no-activity zone that extends a minimum of 150 feet around the burrow.

If the designated no-activity zone for breeding or non-breeding burrowing owls cannot be established, a wildlife biologist experienced in burrowing owl behavior will evaluate site-specific conditions and, in coordination with CDFW, recommend a smaller buffer (if possible) that still minimizes the potential to disturb the owls (and is deemed to still allow reproductive success during the breeding season). The site-specific buffer will consider the type and extent of the proposed activity occurring near the occupied burrow, the duration and timing of the activity, the sensitivity and habituation of the owls, and the dissimilarity of the proposed activity to background activities.

If burrowing owls are present within the direct disturbance area and cannot be avoided during the non-breeding season (generally September 1 through January 31), passive relocation techniques (e.g., installing one-way doors at burrow entrances) will be used instead of trapping. Passive relocation also may be used during the breeding season (February 1 through August 30) if a qualified biologist, coordinating with CDFW, determines through site surveillance that the burrow is not occupied by burrowing owl adults, young, or eggs. Passive relocation will be accomplished by installing one-way doors (e.g., modified dryer vents or other CDFW-approved method). The one-way doors will be left in place for a minimum of 1 week and will be monitored daily to ensure that the owls have left the burrow. The burrow will be excavated using hand tools, and a section of flexible plastic pipe (at least 3 inches in diameter) will be inserted into the burrow tunnel to maintain an escape route for any animals that may be inside the burrow.

Conduct Vegetation Removal during the Non-Breeding Season and Conduct Pre-Construction Surveys for Nesting Migratory Birds and Raptors

Vegetation removal will be conducted during the non-breeding season for migratory birds and raptors (generally between September 1 and February 28), to the extent feasible.

If construction activities (including vegetation removal) cannot be confined to the non-breeding season, the project proponent will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. The migratory bird

and raptor nesting surveys will be conducted in conjunction with the surveys previously identified for burrowing owl (*Conduct Pre-Construction Surveys for Burrowing Owl and Establish Exclusion Zones, if Necessary*) and will include a minimum of two separate surveys to look for active migratory bird and raptor nests. Surveys will include a search of all trees, shrubs, wetlands, and grassland vegetation that provide suitable nesting habitat in the construction area. In addition, a 500-foot area around the construction area will be surveyed for nesting raptors and tricolored blackbird, and a 100-foot area around the construction area will be surveyed for other song birds. Surveys should occur during the height of the breeding season (March 1 to June 1), with one survey occurring within 14 days prior to construction and the second survey occurring within 48 hours prior to the start of construction or vegetation removal. If no active nests are detected during these surveys, no additional measures are required.

If an active nest is found in the survey area, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFW, and will depend on the level of construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.

Remove or Modify Existing Structures during the Non-Breeding Season for Purple Martin and Other Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting

To avoid impacts on nesting purple martins, swallows, and other structure-nesting migratory birds that are protected under the MBTA and the CFGC, the construction contractor will remove or modify existing structures after the conclusion of the bird nesting period (February 15 through August 31). A qualified biologist will monitor any active nests near the end of the breeding season to determine when nesting has concluded. Removal or modification of structures after the nesting period has concluded is strongly preferred; however, if this is not possible, the project proponent will implement the following avoidance measures.

- Prior to the start of each phase of construction, the project proponent will hire a qualified wildlife biologist to inspect any aerial structure that would be removed or modified during the non-breeding season (September 1 through February 14). If nests are found and are determined to be inactive (abandoned), they may be removed.
- After inactive nests are removed and prior to construction that would occur between February 15 and August 31, the undersides of the portion of the structure to be removed or modified will be covered with a suitable exclusion material that will prevent birds from nesting (i.e., 0.5- to 0.75-inch mesh netting, plastic tarp, or other suitable material safe for wildlife). Portions of the existing structures containing weep holes that would be removed or modified also will be covered or filled with suitable material to prevent nesting (i.e., fiberglass insulation, foam padding, and PVC/ABS caps). All weep holes connected to the same girder recess area would require installation of exclusion material. A qualified wildlife management specialist experienced with installation of bird exclusion materials will be hired by the project proponent to ensure that exclusion devices are properly installed and will avoid

inadvertent entrapment of migratory birds. All exclusion devices will be installed before February 15 and will be monitored by a qualified biologist throughout the breeding season (typically several times a week). The exclusion material will be anchored so that swallows cannot attach their nests to the structures through gaps in the net.

- Exclusion devices will be installed consistent with bat exclusion measures described below (*Conduct Pre-Construction Surveys for Roosting Bats and Implement Protection Measures*) and in a manner that does not entrap day-roosting bats.
- As an alternative to installing exclusion materials on a structure, the project proponent may hire a qualified biologist or qualified wildlife management specialist to remove nests as the birds construct them and before any eggs are laid. Visits to the site would need to occur daily throughout the breeding season (February 15 through August 31) as swallows can complete a nest in a 24-hour period.
- If exclusion material is not installed on structures prior to February 15 or manual removal of nests is not conducted daily and migratory birds colonize a structure, removal or modification to that portion of the structure may not occur until after August 31, or until a qualified biologist has determined that the young have fledged and all nest use has been completed.
- If appropriate steps are taken to prevent swallows from constructing new nests as described above, work can proceed at any time of the year.

Conduct Pre-Construction Surveys for Roosting Bats and Implement Protection Measures

Baseline data are not available or are limited on how bats use the BSA, their individual numbers, and how they vary seasonally. Bat species with potential to occur in the BSA use a variety of roosting strategies, from solitary roosting in foliage of trees to colonial roosting in trees and artificial structures, such as overcrossings and bridges. Daily and seasonal variations in habitat use are also common. To obtain the highest likelihood of detection, the following pre-construction bat surveys will be conducted within and adjacent to the construction area for each phase of construction. If surveys determine that bats are roosting in the construction area, the protective measures described below will be implemented.

Conduct Pre-Construction Surveys at Bridges and Other Structures

Before work begins on the bridge/structure, qualified biologists will conduct a daytime search for bat sign and evening emergence surveys to determine whether the bridge/structure is being used as a roost. Biologists conducting daytime surveys will listen for audible bat calls and will use the naked eye, binoculars, and a high-powered spotlight to inspect expansion joints, weep holes, and other bridge features that could house bats. Bridge surfaces and the ground around the bridge/structure will be surveyed for bat sign, such as guano, staining, and prey remains.

Qualified biologists also will conduct evening emergence surveys that will consist of at least one biologist stationed every 100 feet on each side of the bridge/structure watching for emerging bats from a half hour before sunset to 1–2 hours after sunset for a minimum of 2 nights at each survey location within the season that construction would be taking place. Surveys may take place over several nights to fully cover the extent of structure work. Night-vision goggles and/or full-spectrum acoustic detectors will be used during emergence surveys to assist in species

identification. All emergence surveys will be conducted during favorable weather conditions (calm nights with temperatures conducive to bat activity and no precipitation predicted). Survey methodology may be supplemented as new research identifies advanced survey techniques and equipment that would aid in bat detections.

Because the structures proposed for removal as part of the proposed project are very high off the ground or span other roadways, prolonged monitoring with full-spectrum bat detectors will not be conducted. Acoustic detectors may be used during emergence surveys to obtain data on bat species present in the survey area at the time of detection.

If suitable roost structures would be removed, additional surveys may be required to determine how the structure is used by bats—whether it is used as a night roost, maternity roost, migration stopover, or used for hibernation.

Conduct Pre-Construction Tree Surveys

Prior to tree removal or trimming, qualified biologists will examine trees to be removed or trimmed for suitable bat roosting habitat. High-value habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, and larger snags,) will be identified, and the area around these features will be searched for bats and bat sign (e.g., guano, culled insect parts, and staining). Riparian forest and stands of mature broadleaf trees should be considered potential habitat for solitary foliage-roosting bat species.

If a bat sign is detected, biologists will conduct evening visual emergence survey of the source habitat feature, from a half hour before sunset to 1–2 hours after sunset for a minimum of 2 nights within the season that construction would be taking place. Methods should follow that described above for the bridge emergence surveys.

Additionally, if suitable tree roosting habitat is present, acoustic monitoring with a bat detector will be used to assist in determining the species present. A minimum of 3 nights of acoustic monitoring surveys will be conducted within the season that construction would be taking place. If site security allows, detectors should be set to record bat calls for the duration of each night. To the extent possible, all monitoring will be conducted during favorable weather conditions (calm nights with temperatures conducive to bat activity and no precipitation predicted). The biologists will analyze the bat call data using appropriate software and will submit a report with the results of the surveys to CDFW.

Identify Protective Measures for Bats Using Bridges/Structures and Trees

If it is determined that bats are using bridge/structures or trees within or adjacent to the construction area as roost sites, the project proponent (or their designated contractor) will coordinate with CDFW to identify protective measures to avoid and minimize impacts on roosting bats based on the type of roost and timing of activities. These measures could include, but are not limited to the following.

- If feasible, tree removal/trimming and removal or modification of structures containing an active roost will be avoided between April 15 and September 15 (the maternity period) to avoid impacts on reproductively active females and dependent young.
- If a non-maternity roost is located within a structure that would be removed or modified in a manner that would expose the roost, bats will be excluded from the bridge by a qualified wildlife management specialist working with a bat biologist. An exclusion plan will be developed in coordination with CDFW that identifies the type of exclusion material/devices to be used, the location and method for installing the devices, and monitoring schedule for checking the effectiveness of the devices. Because bats are expected to tolerate temporary construction noise and vibrations, bats will not be excluded from structures if no direct impacts on the roost are anticipated.
- If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 15 or until a qualified biologist has determined that the roost is no longer active.
- If avoidance of non-maternity roost trees is not possible, tree removal or trimming will be monitored by a qualified biologist. Prior to removal/trimming, the tree will be gently shaken, and several minutes should pass before cutting down trees or trimming limbs to allow bats time to arouse and leave the tree. The tree then will be removed in pieces, rather than cutting down the entire tree. The biologists will search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW.

Limit All In-Channel Construction Activities to the June 15 to October 15 Period

All in-channel construction will take place between June 15 and October 15, unless earlier or later dates for in-channel construction activities are approved by CDFW and NMFS. *In-channel construction* is defined as creek bank and channel bed construction below the ordinary high water mark, including excavation and grading activities. By requiring construction contractors to adhere to these dates for in-channel construction, project effects on sensitive life stages of Chinook salmon and Central Valley steelhead will be minimized.

Prevent Temporary Lighting from Directly Radiating on Water Surfaces of Antelope Creek, Miners Ravine, and Secret Ravine during Nighttime Construction

The effects of lighting on fish will be minimized by implementing the following actions.

- Avoiding construction activities at night, to the extent practicable.
- Using the minimal amount of lighting necessary to safely and effectively illuminate the work areas.
- Shielding and focusing lights on work areas and away from water surfaces.

Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Other Waters

Please refer to the discussion of this measure in D.17.

D.19.2 CEQA Mitigation Measures

Compensate for the Temporary and Permanent Loss of Non-Wetland Riparian Forest (including SRA Cover)

Please refer to the discussion of this measure in D.16.

Compensate for the Permanent Loss of Oak Woodland

Please refer to the discussion of this measure in D.16.

Compensate for Temporary and Permanent Impacts on Wetlands

Please refer to the discussion of this measure in D.17.

Compensate for Placement of Permanent Fill into Waters of the United States/Waters of the State

Please refer to the discussion of this measure in D.17.

D.20 Threatened & Endangered Species

D.20.1 Avoidance and Minimization Measures

Install Fencing and/or Flagging to Avoid and Protect Sensitive Biological Resources

Please refer to the discussion of this measure in D.16.

Conduct Mandatory Environmental Awareness Training for Construction Personnel

Please refer to the discussion of this measure in D.16.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

Please refer to the discussion of this measure in D.16.

Compensate for Temporary and Permanent Loss of Non-Wetland Riparian Forest (including SRA Cover)

Please refer to the discussion of this measure in D.16.

Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Other Waters

Please refer to the discussion of this measure in D.17.

Establish a Minimum 20-Foot-Wide Buffer around the Elderberry Shrub

In conjunction with the measure to *Install Fencing and/or Flagging to Protect Sensitive Biological Resources* (see D.16), the project proponent will ensure that a minimum 4-foot-tall, orange plastic mesh–type construction fence (Tensor Polygrid or orange sediment control fencing) will be installed at least 20 feet from the dripline of elderberry shrubs that are located within the project area. Where the existing bike path restricts placement of the exclusion fencing, the fencing will be placed at the edge of the existing pavement. This fencing is intended to prevent encroachment by construction vehicles and personnel. The exact location of the fencing will be determined by a qualified biologist, with the goal of protecting habitat for VELB. The fencing will be strung tightly on posts set at a maximum interval of 10 feet. The fencing will be installed in a manner that prevents equipment from enlarging the work area beyond what is necessary to complete the work. The fencing will be checked and maintained weekly until all construction is completed. This buffer zone will be marked by a sign stating:

> This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.

No construction activity, including grading, will be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans and specifications.

Transplant Elderberry Shrubs That Cannot Be Avoided or Implement Dust Control Measures during Construction

Elderberry shrubs growing within 20 feet of proposed construction will require transplanting prior to any ground-disturbing activities. In the event that elderberry shrubs can be retained onsite but occur within 20 feet of proposed construction activities, dust control measures will be required to minimize direct and indirect effects on these shrubs. One of the following measures will be implemented for each elderberry shrub that occurs within 20 feet of proposed construction activities.

- All elderberry shrubs that occur within areas requiring vegetation removal will be transplanted to a USFWS-approved conservation area in accordance with the *Conservation Guidelines for Valley Elderberry Longhorn Beetle* (U.S. Fish and Wildlife Service 1999). These elderberry shrubs will be transplanted when they are dormant (after they lose their leaves), in the period starting approximately in November and ending in the first 2 weeks of February. A qualified specialist familiar with elderberry shrub transplantation procedures will supervise the transplanting. The location of the conservation area transplantation site will be approved by USFWS before removal of the shrubs.

OR

- If it is determined that elderberry shrubs can be avoided but that construction activities will occur within 20 feet of the shrubs, dust control measures (e.g., application of water to graded and disturbed areas that are unvegetated and covering of soil piles) will be implemented in the vicinity of the shrub. To further minimize effects associated with dust accumulation, the

elderberry shrubs will be covered by a protective cloth (i.e., burlap) during all ground-disturbing activities occurring within 20 feet of the shrubs. The cloth will be removed daily and immediately after ground-disturbing activities are completed. In addition, temporary construction fencing will be placed around the dripline of the elderberry shrubs (consistent with the measure described earlier to *Establish a Minimum 20-Foot-Wide Buffer around the Elderberry Shrub* before the start of construction activities to ensure that the shrub is not inadvertently removed.

Avoid and Minimize Potential Indirect Impacts on Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat

The following avoidance and minimization efforts will be implemented prior to and during construction to protect vernal pool fairy shrimp and vernal pool tadpole shrimp habitat outside the project footprint.

- Ground disturbance within 250 feet of suitable vernal pool fairy shrimp and vernal pool tadpole shrimp habitat (i.e., vernal pools) will be avoided from the first day of the first significant rain (1 inch or greater) until June 1, or until suitable wetlands remain dry for 72 hours and no significant rain is forecast on the day of such ground disturbance.
- Consistent with the measure to *Install Fencing and/or Flagging to Protect Sensitive Biological Resources* (see Section 2.16), a qualified biologist will guide the installation of exclusion fencing prior to the start of ground-disturbing activities (including staging and grading). The exclusion fencing will be installed along the edge of the construction limits and in a manner that minimizes disturbance of adjacent wetlands. The exclusion fencing will consist of orange construction barrier and erosion control fencing or combination fencing, and will be installed by the project proponent or its construction contractor.
- No herbicide will be applied within 100 feet of aquatic habitat, except when applied to cut stumps or frilled stems, or injected into stems. No broadcast applications will be used.

Conduct Vegetation Removal during the Non-Breeding Season and Conduct Pre-Construction Surveys for Swainson's Hawk

Tree removal will be conducted during the non-breeding season for Swainson's hawk (generally between September 1 and February 28), to the extent feasible.

If construction activities (including tree removal) cannot be confined to the non-breeding season, a qualified wildlife biologist with knowledge of Swainson's hawk will be retained to conduct nesting surveys will be retained before the start of construction.

Surveys will be conducted by a qualified biologist no more than 1 month prior to ground disturbance that is to occur during the nesting season (March 1 through August 31). Surveys will be conducted in accordance with the Swainson's Hawk Technical Advisory Committee's methodology (May 31, 2000) or according to updated methodologies issued by CDFW. According to current guidelines, the biologist will use binoculars during the survey to inspect all large trees and then document whether Swainson's hawk nests occur onsite. If surveys conclude

that Swainson's hawk nests occur, and are occupied, the project will adopt the following minimization measures.

- During the nesting season (March 1 through August 31), project activities within 1,000 feet of occupied nests or nests under construction will be prohibited to prevent nest abandonment. If site-specific conditions or the nature of the activity indicate that a smaller buffer could be used, the biologist and the project proponent will coordinate with CDFW to determine the appropriate buffer size.
- If young fledge prior to September 1, project activities can proceed normally. A qualified biologist will survey the nest to establish whether the young have fledged prior to September 1.
- Nest trees will not be removed, if feasible. If a nest tree (any tree that has an active nest in the year the impact is to occur) must be removed, tree removal will occur only between September 1 and February 28.

D.20.2 CEQA Mitigation Measures

Compensate for Temporary and Permanent Impacts on Wetlands

Please refer to the discussion of this measure in D.17.

Compensate for Direct Effects on Valley Elderberry Longhorn Beetle Habitat

The project proponent will compensate for direct effects (including transplanting) on all elderberry stems measuring 1 inch or more at ground level (i.e., VELB habitat) that are located within 20 feet of construction activities. Compensation will include planting replacement elderberry seedlings or cuttings and associated native plantings in a USFWS-approved conservation area, at a ratio between 1:1 and 8:1 (ratio = new plantings to affected stems), depending on the diameter of the stem at ground level, the presence or absence of exit holes, and whether the shrub is located in riparian habitat (U.S. Fish and Wildlife Service 1999).

Mitigation credits for VELB can be purchased at a USFWS-approved mitigation bank, or an onsite or offsite conservation area can be established and a management plan can be developed in accordance with the *Conservation Guidelines for Valley Elderberry Longhorn Beetle* (U.S. Fish and Wildlife Service 1999). The exact amount and location of compensatory mitigation will be based on consultation with USFWS.

Compensate for Direct and Indirect Impacts on Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat

The project proponent will compensate for direct and indirect impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp habitat by preserving suitable habitat at 2:1 ratio (2 acres preserved for every 1 acre affected). Compensatory mitigation will be acquired through the purchase of appropriate habitat credits at a USFWS-approved mitigation or conservation bank.

D.21 Invasive Species

D.21.1 Avoidance and Minimization Measure

Avoid and Minimize the Spread of Invasive Plant Species during Project Construction

Two or more of the BMPs listed below will be written into the construction specifications and implemented during project construction.

- Retain all fill material onsite to prevent the spread of invasive plants to uninfested areas.
- Use a weed-free source for project materials (e.g., straw wattles for erosion control that are weed-free or contain less than 1 percent weed seed).
- Prevent invasive plant contamination of project materials during transport and when stockpiling (e.g., by covering soil stockpiles with a heavy-duty, contractor-grade tarpaulin).
- Use sterile wheatgrass seed and native plant stock during revegetation.
- Revegetate and/or mulch disturbed soils within 30 days of completion of ground-disturbing activities to reduce the likelihood of invasive plant establishment.

The goal for implementation of two or more of these BMPs is to minimize the disturbance and transport of soil and vegetation to the greatest extent feasible to complete the work. Detailed information about implementing these BMPs can be found in *Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors* (California Invasive Plant Council 2012).

D.21.2 CEQA Mitigation Measures

No measures are necessary.

Appendix E

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

Appendix E Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

The following is from the FHWA memorandum *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA - Appendix C* (Federal Highway Administration 2012).

CEQ Provisions Covering Incomplete or Unavailable Information (40 CFR 1502.22)

Sec. 1502.22 INCOMPETE OR UNAVAILABLE INFORMATION

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

(a) If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.

(b) If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:

1. a statement that such information is incomplete or unavailable;
2. a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment;
3. a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment; and
4. the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts that have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.

(c) The amended regulation will be applicable to all environmental impact statements for which a Notice to Intent (40 CFR 1508.22) is published in the Federal Register on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather

than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, http://pubs.healtheffects.org/view.php?id=282) or in the future as vehicle emissions substantially decrease (HEI, http://pubs.healtheffects.org/view.php?id=306).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (http://pubs.healtheffects.org/view.php?id=282). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (http://www.epa.gov/risk/basicinformation.htm#g) and the HEI (http://pubs.healtheffects.org/getfile.php?u=395) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in this Appendix (reflecting any local and project-specific circumstances), should be included regarding incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff Victoria Martinez (787) 766-5600 X231, Bruce Bender (202) 366-2851, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

Source:

Federal Highway Administration. 2012. *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA.* Appendix C. December 6. Available at: <http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/aqintguidmem.cfm>. Accessed: December 13, 2014.

Appendix F
Agency Letters

Index

Notice of Preparation

SCH NO. _____

NOTICE OF PREPARATION

To: Responsible/Trustee Agency

From: California Dept. of Transportation
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

Subject: **Notice of Preparation of a Draft Environmental Impact Report**
Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Project Title: I-80/SR 65 Interchange Improvements Project

Project Location: Intersection of Interstate 80 and State Route 65 in Roseville & Rocklin, Placer County, California

Project Description: The California Department of Transportation, in cooperation with the Placer County Transportation Planning Agency, Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to improve the Interstate 80/State Route 65 Interchange in Placer County, California in order to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards.

This is to inform you that the California Department of Transportation will be the lead agency and will prepare an environmental impact report for the project described below. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

A more detailed project description, location map, and the potential environmental effects are contained in the attached materials.

An Initial Study has not been prepared because it has already been determined that an EIR will be required.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please direct your response to Ken Lastufka Telephone (916) 274-0586 at the address shown above. Please supply us with the name for a contact person in your agency.

Date 12-12-12

Signature 

Title Associate Environmental Planner

NOTICE OF PREPARATION

Interstate 80/State Route 65 Interchange Improvements Project

The California Department of Transportation (Caltrans), in cooperation with the Placer County Transportation Planning Agency (PCTPA), Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to improve the Interstate 80/State Route 65 (I-80/SR 65) Interchange in Placer County, California, to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards.

The project is subject to state as well as federal environmental review requirements, because the use of federal funds from the Federal Highway Administration is proposed. Accordingly, project documentation will be prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

As the lead agency for the project under both CEQA and NEPA, Caltrans will prepare an environmental impact report/environmental assessment (EIR/EA) that will examine the potential environmental impacts of each project alternative being considered. In addition, the Federal Highway Administration's other responsibilities for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project will be carried out by Caltrans as assigned under Moving Ahead for Progress in the 21st Century (MAP-21) (23 United States Code [USC] 327), effective on October 1, 2012.

This notice of preparation (NOP) serves as a request for comments from the responsible and trustee agencies regarding environmental issues, reasonable alternatives, and reasonable mitigation measures that should be discussed in the draft EIR/EA to address each agency's specific concerns in their areas of responsibility.

Project Location and Study Area

The proposed project is located in Placer County in the cities of Roseville and Rocklin at the I-80/SR 65 Interchange (Attachment A). The project limits consist of I-80 from the Douglas Boulevard Interchange to the Rocklin Road Interchange (post miles 1.9–6.1) and SR 65 from the I-80 junction to the Pleasant Grove Boulevard Interchange (post miles R4.8–R7.3). The study area also includes various local roads, specifically portions of Galleria Boulevard/Stanford Ranch Road, Eureka Road/Atlantic Street, East Roseville Parkway, Rocklin Road, and Taylor Road.

Project Background

Interstate 80

I-80 is the principal east-west route in northern and central California, providing all-weather access across the Sierra Nevada for major goods movement into the Sacramento and San Francisco Bay areas. The interstate accommodates high commute, interregional, and recreational traffic volumes as well as high levels of truck freight traffic within the greater Sacramento region.

Within Placer County, I-80 begins at the Sacramento County/Placer County line in Roseville as a ten-lane freeway—including two carpool/high-occupancy vehicle (HOV) lanes, one in each direction. It extends east through the Riverside Boulevard Interchange where it changes to nine lanes (five eastbound and four westbound). At the Douglas Boulevard Interchange, I-80 returns to a ten-lane freeway and remains this size through the Rocky Ridge/Lead Hill Boulevard Overcrossing, the Atlantic Street/Eureka Road Interchange, the Roseville Parkway Overcrossing, the Taylor Road Interchange, and the SR 65 Interchange.

East of the SR 65 junction, I-80 changes to six lanes, the HOV lanes end, and the highway extends into the city of Rocklin past the Rocklin Road Interchange.

State Route 65

SR 65 begins at the I-80 junction and is an important interregional route that serves both local and regional traffic. The route serves as a major connector for both automobile and truck traffic originating from the I-80 corridor in the Roseville/Rocklin area to the SR 70/99 corridor in the Marysville/Yuba City area. SR 65 is a vital economic link from residential areas to shopping and employment centers in southern Placer County. It is also an important route for transporting aggregate, lumber, and other commodities.

I-80/SR 65 Interchange

Constructed in 1985, the existing I-80/SR 65 Interchange is a type F-6[1] freeway-to-freeway interchange. In 2009, Caltrans completed a project study report (PSR) for upgrading the interchange to remedy operational problems caused by high peak-period traffic volumes and inefficient geometry. The PSR identified three build alternatives that would add a bi-directional HOV direct connector ramp, replace the existing loop connector, widen the East Roseville Viaduct, replace the Taylor Road Overcrossing, and increase capacity on the connectors. Other interchanges and local roads within the project area would also be affected to accommodate the proposed upgrades identified in the PSR.

In preparation for the project's environmental documentation phase, 20 interchange design concepts—including those in the PSR—were gathered by PCTPA and reviewed by the project development team, of which Caltrans is a member. A preliminary screening process was used to identify a reasonable range of alternatives that could meet the project's purpose, need, and objectives. Those alternatives will be carried forward for further analysis in the EIR/EA.

Project Purpose and Need

Project Purpose

The purpose and objectives of the project are listed below.

- Upgrade the I-80/SR 65 Interchange and adjacent transportation facilities to reduce no-build traffic congestion.
- Upgrade the I-80/SR 65 Interchange and adjacent transportation facilities to comply with current Caltrans and local agency design standards for safer and more efficient traffic operations while maintaining and, if feasible, improving the current level of community access, at a minimum.

[1] A trumpet-shaped design where one freeway terminates at its junction with another freeway.

- Consider all travel modes and users in developing project alternatives.

Need for Proposed Improvements

The project is needed for the following reasons.

- Recurring morning and evening peak-period demand exceeds the current design capacity of the I-80/SR 65 Interchange and adjacent transportation facilities, creating traffic operations and safety issues. These issues result in high delays, wasted fuel, and excessive air pollution and greenhouse gas emissions, all of which will be exacerbated by traffic from future population and employment growth.
- Interchange design features do not comply with current Caltrans design standards for safe and efficient traffic operations and limit existing community access to nearby land uses.
- Travel choices are limited in the project area because the transportation network does not include facilities for all modes and users consistent with the complete streets policies of Caltrans and local agencies.

Alternatives under Consideration

The following alternatives are currently being considered.

- Alternative 1—Taylor Road Full Access Interchange (Diamond-Shaped).
- Alternative 2—Taylor Road Full Access Interchange (Trumpet-Shaped).
- Alternative 3—Taylor Road Interchange Eliminated.
- Alternative 4—Transportation System Management.
- Alternative 5—No-Build (No-Project).

Alternatives 1–3 propose to add capacity, a bi-directional HOV system, and high-speed connections. Local and regional circulation and access would be improved, as would weaving conditions along I-80 between Eureka Road/Atlantic Street and Taylor Road and along SR 65 between the I-80/SR 65 Interchange and Galleria Boulevard/Stanford Ranch Road. Other improvements would include widening the East Roseville Viaduct and replacing the Taylor Road Overcrossing and the existing eastbound I-80 to northbound SR 65 loop connector.

Alternative 4, the Transportation System Management alternative, could include ramp metering, HOV bypass lanes, traffic signal coordination, transit options, and bicycle and pedestrian facilities.

Figures depicting each build alternative appear in Attachment A, and the elements of each alternative are described briefly below.

Alternative 1—Taylor Road Full Access Interchange (Diamond-Shaped)

This alternative includes the following elements (Attachment A).

- Widen I-80 to add one or two mixed-flow lanes and one or two auxiliary lanes in each direction of travel, depending on the location within the project limits.

- Widen SR 65 to include one HOV lane, one additional mixed-flow lane, and one or two auxiliary lanes in each direction of travel, depending upon the location within the project limits.
- Improve the I-80/SR 65 Interchange ramps by adding one lane to each ramp, by realigning the existing eastbound I-80 to northbound SR 65 loop ramp to a higher speed alignment, and by adding a direct connecting HOV ramp serving eastbound I-80 to northbound SR 65 and southbound SR 65 to westbound I-80.
- Remove the existing I-80/Taylor Road ramp connections (eastbound off-ramp and westbound on-ramp).
- Add a diamond-shaped (Type L-1) interchange connection for I-80/Taylor Road, including eastbound and westbound ramps to and from I-80. The interchange would be combined within the I-80/SR 65 Interchange footprint.
- Improve Taylor Road within the project limits.
- Improve other ramps and intersections of the I-80/Eureka Road/Atlantic Street Interchange and the SR 65/Galleria Boulevard/Stanford Ranch Road Interchange.

This alternative would improve spacing between interchanges on I-80 by relocating the two existing Taylor Road ramps. It would also improve access between the local streets and freeway system by providing two additional ramp connections to Taylor Road.

Alternative 2—Taylor Road Full Access Interchange (Trumpet-Shaped)

This alternative is similar to the Taylor Road Full Access Interchange (Diamond-Shaped), but it provides a different Taylor Road Interchange configuration. This alternative includes the following elements (Attachment A).

- Widen I-80 to add one or two mixed-flow lanes and one or two auxiliary lanes in each direction of travel, depending on the location within the project limits.
- Widen SR 65 to include one HOV lane, one additional mixed flow lane, and one or two auxiliary lanes in each direction of travel, depending on the location within the project limits.
- Improve the I-80/SR 65 interchange ramps by adding one lane to each ramp, by realigning the existing eastbound I-80 to northbound SR 65 loop ramp to a higher speed alignment, and by adding a direct connecting HOV ramp serving eastbound I-80 to northbound SR 65 and southbound SR 65 to westbound I-80.
- Remove the existing I-80/Taylor Road ramp connections (eastbound off-ramp and westbound on-ramp).
- Add a trumpet-shaped (Type L-12) interchange connection for I-80/Taylor Road, including eastbound and westbound ramps to and from I-80. The interchange would be combined within the I-80/SR 65 Interchange footprint.
- Improve Taylor Road within the project limits.
- Improve other ramps and intersections of the I-80/Eureka Road/Atlantic Street Interchange and the SR 65/Galleria Boulevard/Stanford Ranch Road Interchange.

This alternative would improve spacing between interchanges on I-80 by relocating the two existing Taylor Road ramps. It would also improve access between local streets and the freeway system by providing two additional ramp connections to Taylor Road.

Alternative 3—Taylor Road Interchange Eliminated

This alternative includes the following elements (Attachment A).

- Widen I-80 to add one or two mixed-flow lanes and one or two auxiliary lanes in each direction of travel, depending on the location within the project limits.
- Widen SR 65 to include one HOV lane, one additional mixed-flow lane, and one or two auxiliary lanes in each direction of travel, depending on the location within the project limits.
- Improve the I-80/SR 65 Interchange ramps by adding one lane to each ramp, by realigning the existing eastbound I-80 to northbound SR 65 loop ramp to a higher speed alignment, and by adding a direct connecting HOV ramp serving eastbound I-80 to northbound SR 65 and southbound SR 65 to westbound I-80.
- Remove the existing I-80/Taylor Road ramp connections (eastbound off-ramp and westbound on-ramp).
- Improve Taylor Road within the project limits.
- Improve other ramp and intersections to the I-80/Eureka Road/Atlantic Street Interchange and the SR 65/Galleria Boulevard/Stanford Ranch Road Interchange.

This alternative would improve spacing between interchanges on I-80 by eliminating the two existing Taylor Road ramps. The access to the Taylor Road area would be accommodated by the adjacent local interchanges.

Alternative 4—Transportation System Management

This alternative proposes to improve the transportation system with the following options.

- Ramp metering.
- HOV bypass lanes.
- Traffic signal coordination.
- Transit options.
- Bicycle and pedestrian facilities.

A transportation system management (TSM) working group was created to identify potential TSM options for the project. A TSM meeting was held on March 20, 2012, to discuss potential solutions that could be incorporated into the TSM concept alternative. The TSM features identified by the working group as feasible options are shown in Attachment A.

Alternative 5—No-Build (No-Project)

This alternative would not make any improvements to the I-80/SR 65 interchange or adjacent transportation facilities to satisfy the purpose and need. HOV and auxiliary lanes proposed on SR 65 north of Galleria Boulevard/Stanford Ranch Road, and other local improvements

separately proposed and identified in the Metropolitan Transportation Plan, would be implemented according to their proposed schedules.

Permits and Approvals Needed

The following permits and coordination will likely be required for the project.

- U.S. Fish and Wildlife Service coordination regarding threatened and endangered species.
- U.S. Army Corps of Engineers Section 404 authorization for fill of waters of the United States.
- California Department of Fish and Game Section 1602 Lake or Streambed Alteration Agreement.
- Central Valley Regional Water Quality Control Board Section 401 Water Quality Certification and coverage under the existing Caltrans National Pollutant Discharge Elimination System Permit (Order No. 00-06-DWQ).
- Placer County Air Pollution Control District formal notification prior to construction.

Public Involvement

A scoping meeting is being held Tuesday, January 15, 2013, 6:00–8:00 p.m. at the Maidu Community Center, 1550 Maidu Drive, Roseville, California 95661. The open-house style meeting will include maps and other project information displays for review. Caltrans, PCTPA, and local agency staff will be available to answer questions and receive comments for consideration during the project development and environmental documentation process.

Comments will be received at the meeting, and written comments may be submitted prior to the end of the 30-day comment period for the NOP to Caltrans, Attn: Ken Lastufka, Associate Environmental Planner, 2379 Gateway Oaks Drive, Suite 150, Sacramento, California 95833.

For more information about this project or the upcoming scoping meeting, contact Luke McNeel-Caird, Project Manager, at 530-823-4033 or lmcneel-caird@pctpa.net. Also visit the project website at http://8065interchange.org.

Discussion of Potential Impacts

An initial study is not required because it has already been determined that an EIR will be prepared. The probable environmental effects of the project are described below.

Implementation of the project is expected to cause both temporary and permanent construction- and operation-related environmental effects. Accordingly, the EIR/EA will contain analysis of both the short- and long-term impacts of implementation of the proposed project. The analysis in the draft EIR/EA will ultimately determine whether any significant impacts could actually occur as a result of the project. A preliminary list of potential issue areas related to implementation of the proposed project appears below.

Aesthetics
Air Quality
Biological Resources
Cultural Resources
Geology/Soils
Greenhouse Gas Emissions
Hazards/Hazardous Materials
Hydrology/Water Quality
Land Use/Planning
Noise
Population/Housing
Public Services
Recreation
Transportation/Traffic
Utilities and Service Systems

The issues to be addressed will be finalized after comments on the NOP are received. It is not yet known on which environmental issue areas significant impacts would occur. The analysis in the draft EIR/EA will ultimately determine whether these impacts could actually occur, determine their level of significance, and propose feasible mitigation measures to reduce significant impacts.

Attachment A

Exhibits

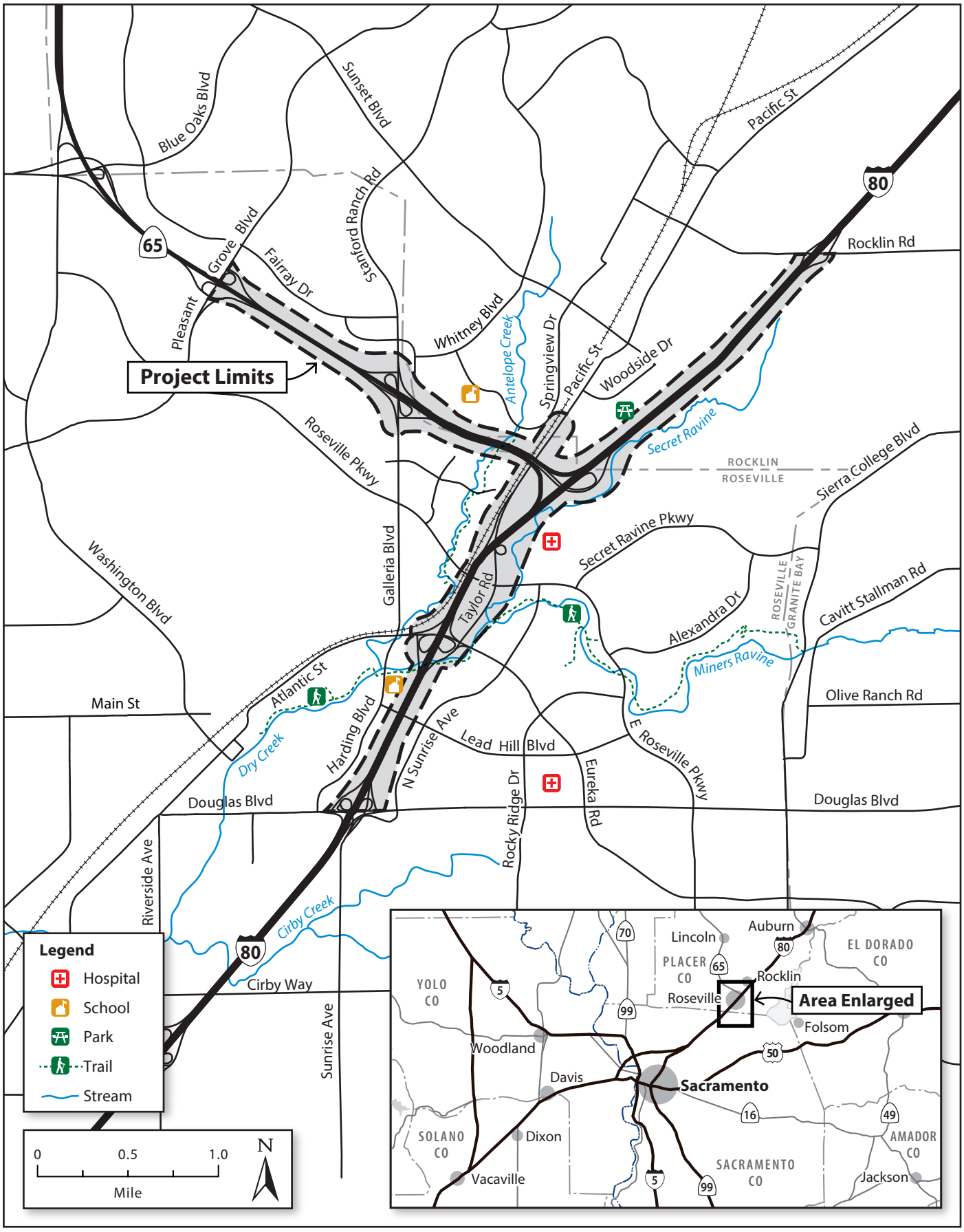
Project Location Map

Alternative 1—Taylor Road Full Access Interchange (Diamond-Shaped)

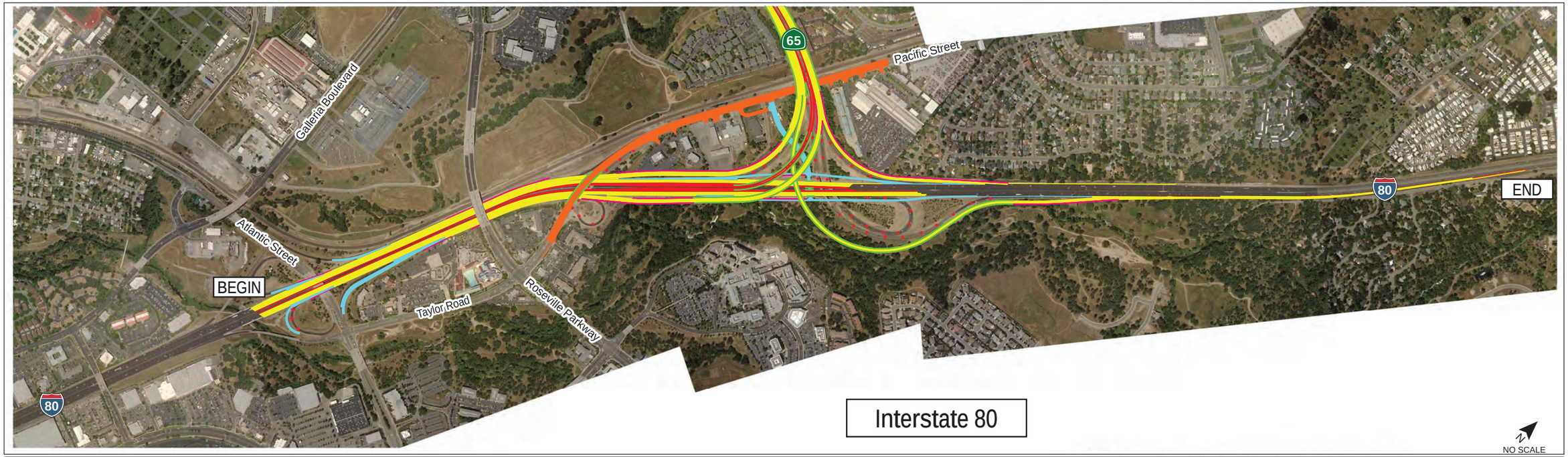
Alternative 2—Taylor Road Full Access Interchange (Trumpet-Shaped)

Alternative 3—Taylor Road Interchange Eliminated

Alternative 4—Transportation System Management Potential Features



Project Location



NOTE: Colored lines represent limits of proposed improvements. See legend for type of improvement.

LEGEND

- Mainline General Purpose Lane
- HOV Lane
- Structure
- Local Street Improvements
- Local Interchange
- Retaining Wall
- ✖ To Be Removed

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Caltrans

City of Lincoln

City of Rocklin California

City of Roseville California

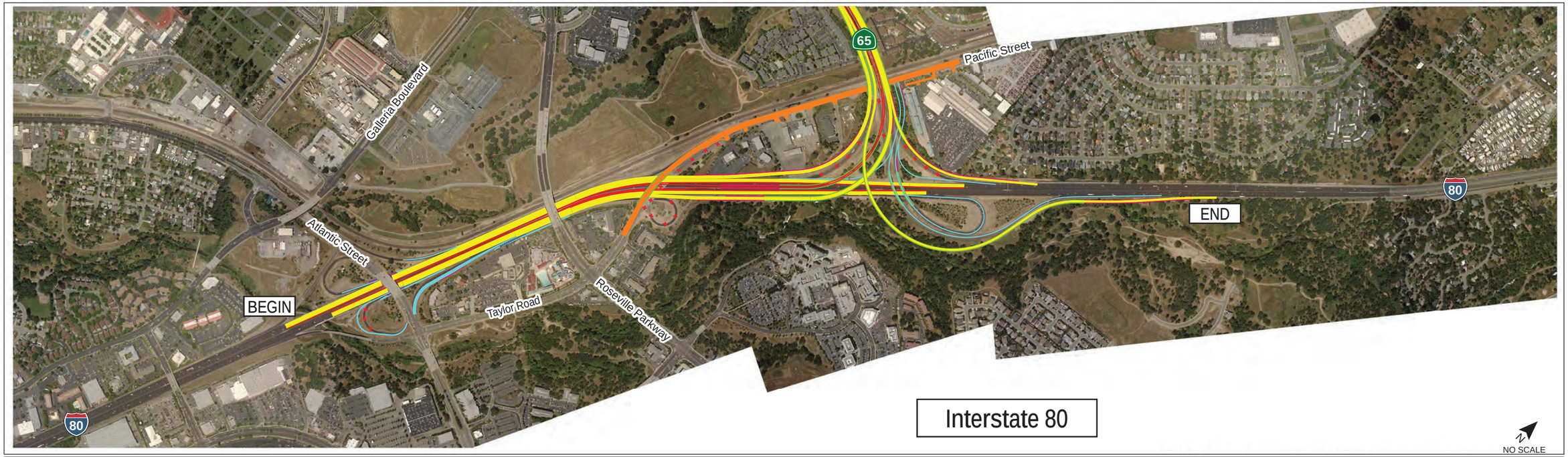
Placer County California

ALTERNATIVE 1

TAYLOR ROAD FULL ACCESS INTERCHANGE (DIAMOND-SHAPED)

I-80/SR-65 Interchange

INTERCHANGE IMPROVEMENTS



Interstate 80

NO SCALE

State Route 65

NO SCALE

NOTE: Colored lines represent limits of proposed improvements. See legend for type of improvement.

LEGEND

- Mainline General Purpose Lane
- HOV Lane
- Structure
- Local Street Improvements
- Local Interchange
- Retaining Wall
- ✖ To Be Removed

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Caltrans

City of Lincoln

City of Rocklin California

City of Roseville California

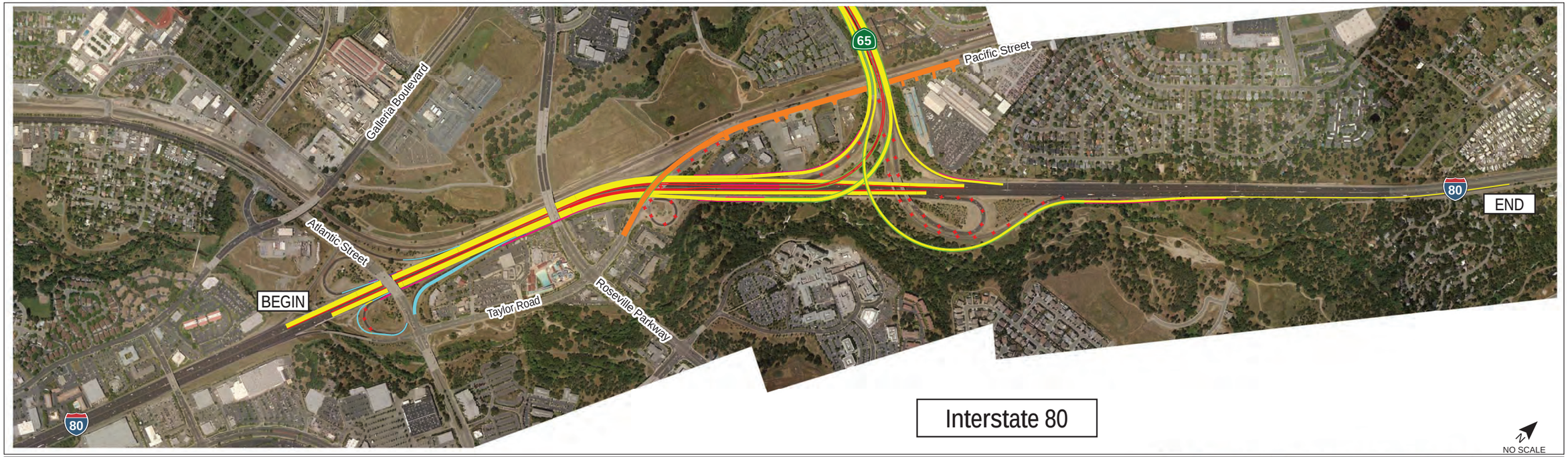
Placer County California

ALTERNATIVE 2

TAYLOR ROAD FULL ACCESS INTERCHANGE (TRUMPET-SHAPED)

I-80/SR-65 Interchange

INTERCHANGE IMPROVEMENTS



NOTE: Colored lines represent limits of proposed improvements. See legend for type of improvement.

LEGEND

- Mainline General Purpose Lane
- HOV Lane
- Structure
- Local Street Improvements
- Local Interchange
- Retaining Wall
- ✖ To Be Removed

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Caltrans

City of Lincoln

City of Rocklin California

City of Roseville California

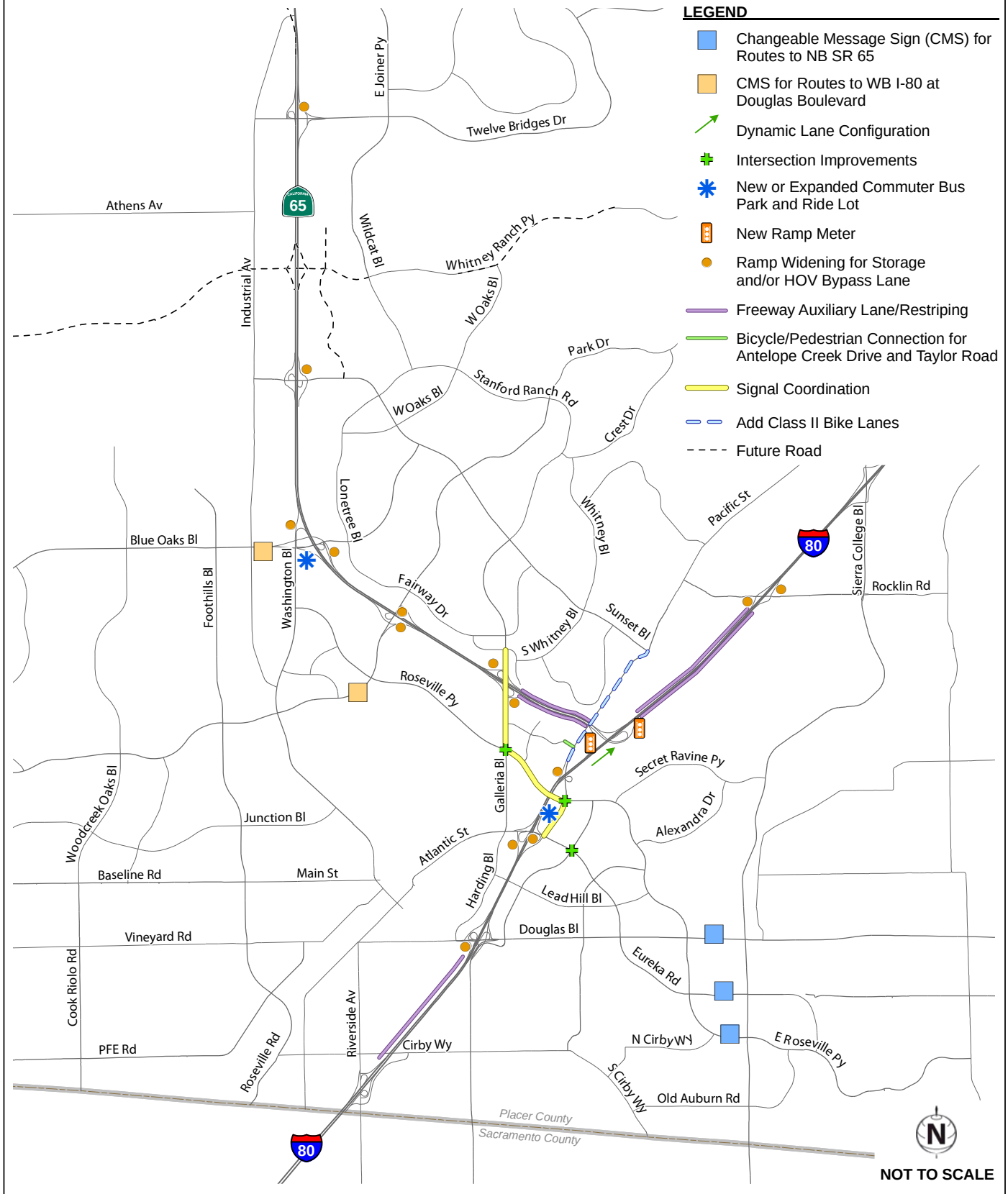
Placer County California

ALTERNATIVE 3

TAYLOR ROAD INTERCHANGE ELIMINATED

I-80/SR-65 Interchange

INTERCHANGE IMPROVEMENTS 65 80



Source: Fehr & Peers

Alternative 4
Transportation System Management
Potential Features

Letters Received in Response to Notice of Preparation

California State Clearinghouse

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

January 2, 2013

To: Reviewing Agencies

Re: I-80/SR-65 Interchange Improvements Project
SCH# 2013012003

Attached for your review and comment is the Notice of Preparation (NOP) for the I-80/SR-65 Interchange Improvements Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Ken Lastufka
California Department of Transportation, District 3
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2013012003
Project Title I-80/SR-65 Interchange Improvements Project
Lead Agency Caltrans #3

Type NOP Notice of Preparation

Description The California Department of Transportation (Caltrans), in cooperation with the Placer County Transportation Planning Agency (PCTPA), Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to improve the Interstate 80/State Route 65 (I-80/SR 65) Interchange in Placer County, California, to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards.

Lead Agency Contact

Name Ken Lastufka
Agency California Department of Transportation, District 3
Phone 916 274-0586 **Fax**
email
Address 2379 Gateway Oaks Drive, Suite 150
City Sacramento **State** CA **Zip** 95833

Project Location

County Placer
City Roseville, Rocklin
Region
Cross Streets SR 65 and I-80
Lat / Long 38° 46' 14" N / 121° 15' 00" W
Parcel No. Various
Township **Range** **Section** **Base**

Proximity to:

Highways SR 65, I-80
Airports
Railways UPRR
Waterways Secret Ravine, Antelope Crk, Dry Crk, Miner's Ravine
Schools Antelope Creek, John Adams...
Land Use Planned Dev-residential, single-family residential, small lot residential, planned dev-commercial, indust/bus park, open space

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 01/02/2013 **Start of Review** 01/02/2013 **End of Review** 01/31/2013

NOP Distribution List

County: Placer **SCH#** 2013012003

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Nicole Wong
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Elizabeth Carpenter
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Dan Foster
- [ ] Central Valley Flood Protection Board
  James Herota
- [ ] Office of Historic Preservation
  Ron Parsons
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [ ] Dept. of Water Resources Resources Agency
  Nadell Gayou

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [ ] Fish & Game Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Jeffery Worth
  Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council
  Kevan Samsam

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Michael Machado
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [x] Native American Heritage Comm.
  Debbie Treadway
- [x] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [x] State Lands Commission
  Jennifer Deleong
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Philip Crimmins
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects
- [ ] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Gary Arnold
- [ ] Caltrans, District 4
  Erik Alm
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [ ] Caltrans, District 7
  Dianna Watson
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [x] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resources Control Board
  Phil Crader
  Division of Water Rights
- [ ] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [x] RWQCB 5S
  Central Valley Region (5)
- [ ] RWQCB 5F
  Central Valley Region (5)
  Fresno Branch Office
- [ ] RWQCB 5R
  Central Valley Region (5)
  Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
- [ ] RWQCB 6V
  Lahontan Region (6)
  Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____
- [ ] _____
  Conservancy

Last Updated 8/14/2012

California Department of Fish and Wildlife

California Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region
1701 Nimbus Road
Rancho Cordova, CA 95670
www.wildlife.ca.gov

EDMUND G. BROWN, Governor
Charlton H. Bonham, Director

January 10, 2013

Ken Lastufka
California Department of Transportation
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

Subject: Notice of Preparation of a Draft Environmental Impact Report for the I-80/SR 65 Interchange Improvement Project

Dear Mr. Lastufka:

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation of a draft Environmental Impact Report (DEIR) for the Interstate 80/State Route 65 (I-80/SR 65), Interchange Improvement Project (proposed project; SCH # 2013012003). The project proposes to improve the I-80/SR 65 Interchange in Placer County, California, to reduce future traffic congestion, improve operations and safety, and comply with current California Department of Transportation (Caltrans) and local agency design standards.

As trustee for the State's fish and wildlife resources, the CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species. The CDFW may also be a responsible agency for a project affecting biological resources where we will exercise our discretion after the lead agency to approve or carry out a proposed project or some facet thereof.

Fish and wildlife habitat resources consist of riparian corridors along adjacent waterways; various wetlands; sensitive natural communities such as valley oak woodlands and vernal pools; and habitat for sensitive species.

We recommend that the DEIR discuss and provide adequate mitigation for the following concerns:

1. The proposed project's impact upon fish and wildlife and their habitat. We recommend that the DEIR identify natural habitats and provide a discussion of how the proposed project will affect their function and value.

2. The proposed project's impact upon significant habitat such as wetlands, valley oak woodlands and riparian habitat. The proposed project should be designed so that impacts to wetlands are avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no net loss of wetland habitat values or acreage.

3. The proposed project's impact to sensitive species, including species that are State and/or federal listed as threatened and endangered.

4. The proposed project's growth inducing and cumulative impacts upon fish, wildlife, water quality, and vegetative resources.

5. The DEIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources.

6. The DEIR should contain an evaluation of the proposed project's consistency with applicable land use, or species recovery plans, such as General Plans, Specific Plans, Placer County Conservation Plan (PCCP), Specific Plans, Habitat Conservation Plans, Critical Habitat Designation, etc.

In the event implementation of the proposed project involves such activities, and those activities will result in reasonably foreseeable substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the CDFW. Because issuance of a LSAA is subject to review under the California Environmental Quality Act (CEQA), the DEIR should analyze whether the potentially feasible mitigation measures set forth below will avoid or substantially reduce impacts requiring a LSAA from the CDFW.

This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Pursuant to Public Resources Code Sections 21092 and 21092.2, the CDFW requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office.

Thank you for the opportunity to review this project. If the CDFW can be of further assistance, please contact Tim Nosal, Environmental Scientist, at (916) 358-2853.

Sincerely,

Tina Bartlett
Regional Manager

ec: Jeff Drongesen
Tim Nosal
Department of Fish and Wildlife

U.S. Army Corps of Engineers

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

January 15, 2013

Regulatory Division SPK-2013-00048

Mr. Ken Lastufka
California Department of Transportation
2379 Gateway Oaks Drive, Suite 150
Sacramento, California 95833

Dear Mr. Lastufka:

We are responding to your December 12, 2012 request for comments on the I-80/SR 65 Interchange Improvement Project, Notice of Preparation of a Draft Environmental Impact Report. The project is located in Roseville and Rocklin, Section 25, Township 11 North, Range 6 East, Mount Diablo Meridian, Latitude 38.7697943°, Longitude -121.248593°, Placer County, California. Your project identification number for our agency is SPK-2013-00048.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

To ascertain the extent of waters on the project site, you should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetlands Delineations", under "Jurisdiction" on our website at the address below, and submit it to this office for verification.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

Furthermore, our processing procedures include an evaluation of your proposal for compliance with the Section 404(b)(1) Guidelines. Unless you clearly demonstrate that your project is the least environmentally damaging practicable alternative (LEDPA), we may assume that there are other practicable alternatives, which do not require a discharge to an aquatic site or wetland, or which are less damaging to the aquatic ecosystem. Since non-compliance with these guidelines can be grounds for denying a permit, we strongly recommend that you carefully

examine alternatives to your project and submit any information you have on these alternatives with your permit application. This information may include a discussion of alternatives considered, a complete mitigation proposal, or modified permit plans.

Please refer to identification number SPK-2013-00048 in any correspondence concerning this project. If you have any questions, please contact Ms. Leah Fisher at our California South Regulatory Branch at 1325 J Street, Room 1350, Sacramento, California 95814-2922, email *Leah.M.Fisher@usace.army.mil*, or telephone 916-557-6639. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx.*

Sincerely,

Leah M. Fisher
Senior Regulatory Project Manager,
California South Branch

Copies Furnished

Mr. Luke McNeel-Caird, Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, California 95603

Central Valley Regional Water Quality Control Board

Central Valley Regional Water Quality Control Board

17 January 2013

Ken Lastufka
California Department of Transportation
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

CERTIFIED MAIL
7012 0470 0000 9904 4267

COMMENTS TO NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, I-80/SR-65 INTERCHANGE IMPROVEMENTS PROJECT, SCH NO. 2013012003, PLACER COUNTY

Pursuant to the State Clearinghouse's 2 January 2013 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Notice of Preparation for the Draft Environmental Impact Report* for the I-80/SR-65 Interchange Improvements Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

---

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

Central Valley Flood Protection Board

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR
CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

January 30, 2013

Mr. Ken Lastufka
California Department of Transportation, District 3
2379 Gateway Oaks Drive, Suite 150
Sacramento, California 95833

Subject: I-80/SR-65 Interchange Improvements Project
SCH Number: 2013012003
Document Type: Notice of Preparation

Dear Mr. Lastufka:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to or within Secret Ravine, Antelope Creek, Dry Creek and Miner's Ravine which are under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);

- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);

- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway.

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at http://www.cvfpb.ca.gov/. Contact your local, federal and State agencies, as other permits may apply.

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways can be viewed on the Central Valley Flood Protection Board's website at http://gis.bam.water.ca.gov/bam/.

If you have any questions, please contact me by phone at (916) 574-0651, or via email at jherota@water.ca.gov.

Sincerely,

James Herota
Staff Environmental Scientist
Projects and Environmental Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

City of Rocklin

City of Rocklin

3970 Rocklin Road
Rocklin, California 95677-2720

O | 916.625.5000
F | 916.625.5095
TTY | 916.632.4013
www.rocklin.ca.us

February 1, 2013

Ken Lastufka
California Department of Transportation
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

RE: City of Rocklin Comments on I-80/SR-65 Interchange Improvements Project Notice of Preparation

Dear Mr. Lastufka:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) for the I-80/SR-65 Interchange Improvements Project. Per the NOP, the project's description is as follows: the California Department of Transportation, in cooperation with the Placer County Transportation Planning Agency, Placer County, and the Cities of Roseville, Rocklin and Lincoln, proposes to improve the Interstate 80/State Route 65 Interchange in Place County, California in order to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards.

The City has the following comments, which are noted below:

1. The City appreciates the inclusion of two project alternatives that maintain/improve the Taylor Road/I-80 ramp connections. The City supports both Alternative 1 (Taylor Road Full Access Interchange – Diamond Shaped) and Alternative 2 (Taylor Road Full Access Interchange – Trumpet Shaped); the City is not in favor of any Alternative that eliminates I-80 ramp connections to Taylor Road.

2. The EIR analysis should include an evaluation of the project's and alternative's impacts on local roadways, including Taylor Road/Pacific Street and associated intersections in the City of Rocklin. The analysis should include a threshold of significance tied to the City of Rocklin's Level of Service (LOS) policy of LOS "C".

3. The analysis of Alternative 3 that includes the elimination of the Taylor Road Interchange should examine the resulting impacts to the Rocklin Road/Interstate 80 Interchange and to local roadways, including, Rocklin Road and Taylor Road/Pacific Street and associated intersections in the City of Rocklin.

4. The analysis of Alternative 3 that includes the elimination of the Taylor Road interchange should examine the potential economic impacts and potential closure of businesses that could occur should access to those businesses via Taylor Road be eliminated or altered.

5. The analysis of Alternative 3 that includes the elimination of the Taylor Road Interchange should also examine the likelihood of increased Vehicle Miles Traveled (VMT) and how that may translate into additional vehicular and greenhouse gas emissions as compared to the other project alternatives.

Thank you again for the opportunity to comment. If there are any questions, please do not hesitate to contact David Mohlenbrok, Senior Planner, at (916) 625-5160.

Sincerely,

Sherri Abbas
Community Development Director

cc: David Mohlenbrok, Senior Planner
City Manager and City Councilmembers

California Transportation Commission

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www.catc.ca.gov

March 8, 2013

Mr. Ken Lastufka
California Department of Transportation
2379 Gateway Oaks, Suite 150
Sacramento, CA 95833

RE: Notice of Preparation – Environmental Impact Report for the Interstate-80 (I-80)/State Route (SR) 65 Interchange Improvements Project

Dear Mr. Lastufka,

The California Transportation Commission, as a Responsible Agency, received the Notice of Preparation (NOP) that a Draft Environmental Impact Report (DEIR) will be prepared by the Department for the I-80/SR 65 Interchange Improvements Project in Placer County. The Commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used. However, the Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project. If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency. Consideration of environmental impacts of a project are required prior to the Commission's allocation of funds for design, right of way or construction activities as well as for new public road connections and route adoptions.

If you have any questions, please contact Laura Pennebaker at (916) 653-7123.

Sincerely,

ANDRE BOUTROS
Executive Director

c: Bruce April, Interim Chief, Caltrans Divison of Environmental Analysis
Celia McAdam, Executive Director, PCTPA

National Marine Fisheries Service Letter of Concurrence

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
West Coast Region
650 Capitol Mall, Suite 5-100
Sacramento, California 95814-4700

AUG 10 2015

Refer to NMFS No: WCR-2015-3140

Ms. Kendall Schinke
Chief, Environmental Management, S-1 Branch
Department of Transportation, District 3
703 B Street
Marysville, CA 95901

Re: Endangered Species Act Section 7(a)(2) Concurrence Letter and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Response and Fish and Wildlife Coordination Act Recommendations for the I-80/SR 65 Interchange Improvements Project

Dear Ms. Schinke:

On April 24, 2015, NOAA's National Marine Fisheries Service (NMFS) received your request for written concurrence that the California Department of Transportation's (Caltrans) proposed I-80/SR 65 Interchange Improvements Project is not likely to adversely affect species listed as threatened or endangered designated under the Endangered Species Act (ESA). This response to your request was prepared by NMFS, pursuant to section 7(a)(2) of the ESA, implementing regulations at 50 CFR 402, and agency guidance for preparation of letters of concurrence.

NMFS recognizes that Caltrans is acting in conjunction with the Federal Highway Administration (FHWA) for this project and has assumed FHWA's responsibilities under Federal environmental laws as allowed by the Memorandum of Understanding between FHWA and Caltrans, which became effective on October 1, 2012.

NMFS also reviewed the proposed action for potential effects on essential fish habitat (EFH) for Pacific Coast Salmon designated under the Magnuson-Stevens Fishery Conservation and Management Act (MSA), including conservation measures and any determinations you made regarding the potential effects of the action. This review was pursuant to section 305(b) of the MSA, implementing regulations at 50 CFR 600.920, and agency guidance for use of the ESA consultation process to complete EFH consultation. Fall-run Chinook salmon have the potential to be present in the action area and are managed under the Pacific Coast Salmon Fisheries Management Plan (FMP). Habitat areas of particular concern (HAPCs), as designated under this FMP, include (1) complex channels and floodplain habitats, (2) thermal refugia, (3) spawning habitat, (4) estuaries, and (5) marine and estuarine submerged aquatic vegetation. HAPCs present in the action area include spawning habitat. In this case, NMFS concluded the action would not adversely affect EFH. This is based on the following evaluation of project effects to the ESA-listed species and their critical habitat. Thus, consultation under the MSA is not required for this action.

Because the proposed action will modify a stream or other body of water, NMFS also provides recommendations and comments for the purpose of conserving fish and wildlife resources under the Fish and Wildlife Coordination Act (FWCA) (16 U.S.C. 662(a)).

This letter underwent pre-dissemination review using standards for utility, integrity, and objectivity in compliance with applicable guidelines issued under the Data Quality Act (section 515 of the Treasury and General Government Appropriations Act for Fiscal Year 2001, Public Law 106-554). The concurrence letter will be available through NMFS' Public Consultation Tracking System at https://pcts.nmfs.noaa.gov. A complete record of this consultation is on file at the California Central Valley Office (CCVO) of NMFS.

Proposed Action

The project is located in Placer County in the cities of Roseville and Rocklin at the Interstate 80 (I-80) and State Route (SR) 65 interchange along Antelope Creek, Secret Ravine, and Miners Ravine. The project limits consist of I-80 from the Douglas Boulevard interchange to the Rocklin Road interchange and SR 65 from the I-80 separation to the Pleasant Grove Boulevard interchange. The total length of the project is 2.5 miles along SR 65 and 4.2 miles along I-80. The project area also includes various local roads, specifically portions of Galleria Boulevard/ Stanford Ranch Road, Pleasant Grove Boulevard, Eureka Road/Atlantic Street, East Roseville Parkway, Rocklin Road, and Taylor Road.

The Project will consist of work at crossings over Antelope Creek, Secret Ravine, and Miners Ravine. In-water construction activities will occur during the summertime low flow period from June 15 to October 15. In-water work associated with Antelope Creek will include the construction of bridge columns at two locations in the creek bed below the ordinary high water mark (OHWM) on the stream bank on the upstream side of the northbound SR 65 widening along the East Roseville Viaduct (Viaduct) (bridge crossing). Construction of column foundations will consist of large diameter eight to ten foot (ft) long steel-cased drilled shafts. The temporary steel casing will be similar to a cofferdam as all in-water work (*i.e.* below the OHWM) in the creek will occur within the casing to isolate the in-water work area from flowing or standing water. Material inside the casing will be removed and disposed of per best management practices (BMPs) outlined in Caltrans' Construction Site BMPs Manual (Caltrans 2013). No pile driving is required for placing and setting the bridge columns. The I-80/SR 65 bridges over Miners Ravine and Secret Ravine will be replaced, realigned, and widened and require the placement of a retaining wall and columns (at the Secret Ravine location only) above the OHWM. The new connectors will be constructed with cast-in-place concrete and will require the use of temporary falsework and support trestles. 165 and 140 cubic yards (cy) of rock slope protection (RSP) will be placed above the OHWM in Secret Ravine and Miners Ravine, respectively, to protect against scour and erosion. No RSP will be placed in Antelope Creek, and no temporary water diversions will be required for any of the in-water work. Construction will require the use of earthmovers, bulldozers, paving machines, water trucks, dump trucks, concrete trucks, rollers, and pickup trucks. In addition, BMPs listed in the manual will be utilized in the preparation of a storm water pollution prevention plan (SWPPP) or water pollution control plan. The project design will incorporate temporary erosion control measures,

such as sandbagged silt fences, throughout project duration and will be removed after the construction area is stabilized. The project will incorporate pollution prevention BMPs into operation and maintenance procedures to reduce pollutant loadings and surface runoff. Paved roads will be swept daily following construction activities.

Installation of the new bridges will result in the temporary loss of 225 linear ft of overhead shaded riparian aquatic (SRA) habitat from vegetation-clearing and ground-disturbing activities and the permanent loss of 786 linear feet of SRA cover from bridge construction. Affected SRA habitat will be replaced on site at a 3:1 ratio and a revegetation plan will be prepared to ensure the success of native riparian vegetation growth. Impacts to non-SRA habitat will be mitigated for on-site at a 2:1 ratio or through the purchase of credits at a NMFS and California Department of Fish and Wildlife approved anadromous fish conservation bank (or other approved local mitigation bank). Refer to the biological assessment (BA) for additional details on the project description, including the location of project staging areas in the action area (Caltrans 2015).

Action Area

The action area is located along segments of Antelope Creek, Secret Ravine, and Miners Ravine near the I-80/SR 65 interchange. These waterways are tributaries of Dry Creek. Secret Ravine converges with Miners Ravine just upstream of Eureka Road, and Antelope Creek enters Dry Creek just south of Atlantic Boulevard (NMFS 2014). The Dry Creek mainstem begins at the confluence of Secret Ravine and Miners Ravine and flows west into the Natomas East Main Drainage Canal (NMFS 2014), prior to entering the American River. The action area is located 1.21 river miles (RM) upstream on Secret Ravine, and 0.73 RM upstream on Miners Ravine, from their confluence with Dry Creek. In addition, the action area is located 1.75 RM upstream on Antelope Creek from its confluence with Dry Creek. The waterways are approximately 27 ft to 50 ft wide at each location. The action area includes the project footprint and, if water is flowing through the project area, extends downstream 250 ft at each project site for potential turbidity and sedimentation mobilization effects. There are no interrelated or interdependent activities present. The action area along Secret Ravine and Miners Ravine, but excluding Antelope Creek, includes designated critical habitat for listed California Central Valley (CCV) steelhead.

Avoidance and Minimization Measures

Avoidance, minimization, and/or mitigation measures will be incorporated into the project to minimize the potential to adversely affect listed fish and their critical habitat. These include measures to (1) minimize direct impacts to listed fish (through project timing); (2) minimize sediment mobilization and erosion; (3) minimize accidental spills, including hazardous materials; (4) minimize impacts to SRA habitat for listed fish; and (5) conduct periodic biological monitoring during construction. Monitoring will occur at a minimum of once per week to ensure fencing around environmentally sensitive areas is intact and that in-water work is conducted in accordance with the agreed upon project schedule and agency conditions of approval. Also, construction activities will be avoided at night to the best extent practicable. Refer to the BA and BMP manual for additional details associated with project avoidance and minimization measures (Caltrans 2013 and 2015).

Action Agency's Effects Determination

Caltrans has determined that the proposed project may affect, but is not likely to adversely affect, ESA-listed species and their designated critical habitat under the jurisdiction of NMFS based on available information in the action area including (1) listed species presence unlikely during the construction timing due to low stream flows and warm water temperatures in the summer, and (2) inclusion of project avoidance and minimization measures. Available information indicates the following listed species Distinct Population Segment (DPS), critical habitat, and primary constituent elements (PCEs) under the jurisdiction of NMFS may be affected by the proposed project (Table 1). Caltrans has also determined that the proposed action may adversely affect EFH for Pacific Coast Salmon. HAPCs present in the action area include spawning habitat.

Table 1. Federal Register (FR) listings for CCV steelhead, critical habitat designation, and applicable PCEs in the action area.

Species	DPS	Original Final FR Listing	Current Final Listing Status	Critical Habitat Designated	PCEs
Steelhead (*Oncorhynchus mykiss*)	CCV	3/19/1998 63 FR 13347 Threatened	1/5/2006 71 FR 834 Threatened	9/2/2005 70 FR 52488	Freshwater migratory corridors, spawning and rearing sites

Consultation History

- On April 24, 2015, Caltrans sent a consultation initiation request letter and application package for the I-80/SR 65 Interchange Improvements project to NMFS' West Coast Region (WCR) CCVO.

- On July 14, 2015, NMFS requested additional project information from Caltrans via phone. Caltrans provided NMFS with the clarifications the same day via phone.

- On July 14, 2015, NMFS initiated consultation with Caltrans for the project.

ENDANGERED SPECIES ACT

Effects of the Action

Under the ESA, "effects of the action" means the direct and indirect effects of an action on the listed species or critical habitat, together with the effects of other activities that are interrelated or interdependent with that action (50 CFR 402.02). The action area is within designated critical habitat for listed fish, and individuals may be present during some parts of the year.

The applicable standard to find that a proposed action is not likely to adversely affect listed species is that all of the effects of the action are expected to be discountable, insignificant, or completely beneficial. Beneficial effects are contemporaneous positive effects without any adverse effects to the species. Insignificant effects relate to the size of the impact and should never reach the scale where take occurs. Discountable effects are those extremely unlikely to occur.

Potential effects of the project to listed species or critical habitat include: (1) injury or death due to bridge construction and other in-water construction activities; (2) the placement of RSP could potentially crush exposed fish if debris tumbles into the creek channel which could potentially create habitat for predatory fish; (3) increased sedimentation and turbidity levels that could cause behavioral effects and injure or kill fish, or adversely affect critical habitat; (4) exposure to contaminants from construction equipment or storm water runoff that could cause physiological harm and injure or kill fish, or adversely affect critical habitat; (5) water quality effects related to road runoff and pavement leaching that could injure or kill exposed fish, or adversely affect critical habitat; and (6) removal of SRA habitat and riparian vegetation which could reduce the carrying capacity of Antelope Creek, Secret Ravine, and Miners Ravine.

Construction related effects

CCV steelhead could potentially be present seasonally within the action area, however their presence is unlikely during construction timing as warm water temperatures and low flows in Antelope Creek, Secret Ravine, and Miners Ravine preclude listed fish presence in the action area. Adult and juvenile CCV steelhead primarily use the lower reaches of these Dry Creek tributaries for rearing and migration to spawning habitat upstream of the action area (ECORP Consulting 2003). ICF biologists recorded mean daily summer water temperatures in excess of 73 degrees Fahrenheit (°F) in the lower reaches of Miners Ravine and Secret Ravine (ICF 2014). ICF also reported summertime temperatures of 72.5°F in Antelope Creek immediately downstream of the Viaduct (ICF 2014). Although the action area includes the adult migration corridor, the timing of the proposed work window is outside of migration timing. Therefore the potential for adverse effects to CCV steelhead due to bridge construction and other in-water construction activities between June 15 and October 15 are discountable as they are extremely unlikely to occur.

Installation of the new bridge crossings will temporarily impact up to 225 and 786 of linear ft of SRA cover respectively. This loss will be replaced at a 3:1 ratio by planting native riparian trees on-site (and on adjacent streams in the action area) in temporary impact areas and along existing unshaded banks. Riparian plantings intended for SRA cover will be planted within 10 ft of the wetted channel. This planting distance will ensure that riparian plantings will contribute to SRA cover once they approach maturity. All affected areas will be restored to pre-project conditions, and riparian plantings will be monitored annually for three years to evaluate for re-vegetation success. In addition, impacts to non-native SRA riparian habitat will be replaced on-site or near-site within the Dry Creek watershed at a 2:1 ratio. Therefore, the potential for short-term or long-term adverse effects to CCV steelhead, due to a reduction in the riparian vegetation corridor within the action area, will be discountable as they are extremely unlikely to occur and insignificant for critical habitat as they will not reach the scale where fish are harmed.

The placement of approximately 140 cy (Miners Ravine) and 165 cy (Secret Ravine) of RSP above the OHWM could create habitat for predatory fish and potentially crush listed fish if it tumbles into the ravines. The placement of RSP along the stream banks at the new bridge sites will protect against scour and erosion at these crossings. The placement of smaller rocks between potentially large gaps that could result from placement of RSP above the OHWM reduces the potential for predator habitat to negligible levels. The method of placing RSP is not likely to result in any reaching the ravine channels, therefore fish are not likely to be injured or crushed. Also construction will occur in the summer when fish are not likely present due to low flow and water temperatures being too warm. Therefore the potential for adverse effects to listed fish due to the placement of RSP above the OHWM will be discountable as they are extremely unlikely to occur and insignificant for critical habitat as they will not reach the scale where fish are harmed.

Disturbance to soils and the creek bed within the project action area may temporarily mobilize sediment and increase turbidity in Antelope Creek, Secret Ravine, and Miners Ravine, but turbidity from project activities is anticipated to occur during periods when listed species presence is unlikely. Any increase in sedimentation and turbidity resulting from project activities will be very minimal and temporary and limited to a small portion (less than 250 ft) of the waterways during construction activities. Potential effects will be minimized through the implementation of the measures referenced above. Therefore the potential for adverse effects to listed fish will be discountable as they are extremely unlikely to occur, and adverse effects to critical habitat due to sedimentation and turbidity will be insignificant as they will not reach the scale where fish are harmed.

Project related activities could potentially impair water quality should hazardous chemicals or other deleterious materials enter Antelope Creek, Secret Ravine, and Miners Ravine. Project related chemical spills could potentially affect listed fish species by causing physiological stress, reducing biodiversity, interfering with fish passage, and causing direct mortality, or decrease habitat water quality. Implementation of a SWPPP and BMPs referenced above will avoid potential for exposure to hazardous chemicals. Also construction will occur in the summer when fish are not likely present due to low flow and water temperatures being too warm. Therefore the potential for adverse effects to listed fish and their critical habitat associated with hazardous chemicals is discountable as they are extremely unlikely to occur.

Bridges create the potential for toxic substances from bridge materials and vehicles to enter the stream during construction and have an adverse effect on ESA listed anadromous fish species. Project related toxic runoff could potentially affect listed fish by causing physiological stress, reducing biodiversity, interfering with fish passage, and causing direct mortality. Asphalt can contain a wide variety of polycyclic aromatic hydrocarbons (PAHs) which are known to be carcinogenic and can cause respiratory problems in fish. PAHs can alter salmonid egg hatching rates and reduce egg survival as well as harm the benthic organisms that are salmonid food sources. CCV steelhead are not expected to be affected due to their expected lack of presence in the action area during construction, the use of erosion control measures referenced above, and construction occurring outside the adult steelhead migration period. CCV steelhead are not expected to be impacted during the pouring of new asphalt based on the cast-in-place concrete slab new bridge structure designs. Also, no leaching effects are expected to occur from asphalt

being poured to form the new bridge superstructures. This is because the new bridge spans will avoid direct contact with the wetted portion of the creek and ravines. For these reasons adverse effects to listed fish and their critical habitat from toxic runoff during bridge construction is discountable as they are extremely unlikely to occur.

Operational related effects

Long term water quality effects related to pavement leaching may affect CCV steelhead. Under certain circumstances, pavement leaching of toxic materials (from the asphalt down into the fill material) has the potential to affect listed species. Risks related to PAHs are described above. Based on the design of the new crossings, no leaching effects are expected to occur from asphalt poured over the new crossing. This is because the paved roadway surface will be contained between the concrete barrier of the superstructure and the base of the bridge decks. If leaching of PAHs does occur from the asphalt down into the fill material, the concrete barrier of the superstructure and the base of the bridge deck will provide a permanent and impermeable barrier between the PAHs and the active creek and ravine channels, ensuring that these pollutants will not cause adverse effects to CCV steelhead. In addition, the SWPPP will adhere to requirements for the containment of any leached material and/or stormwater drainage in the national pollution discharge elimination system permit (Caltrans 2015). Therefore, the potential for adverse effects to listed fish and their critical habitat associated with pavement leaching is discountable as they are extremely unlikely to occur.

Conclusion

Based on this analysis, NMFS concurs with the Caltrans that the proposed action is not likely to adversely affect the subject listed species.

Re-initiation of Consultation

Re-initiation of consultation is required and shall be requested by Caltrans or by NMFS, where discretionary Federal involvement or control over the action has been retained or is authorized by law and (1) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (2) the identified action is subsequently modified in a manner that causes an effect to listed species or critical habitat that was not considered in this concurrence letter, or if (3) a new species is listed or critical habitat designated that may be affected by this identified action (50 CFR 402.16). This concludes the ESA portion of this consultation.

FISH AND WILDLIFE COORDINATION ACT

The purpose of the FWCA is to ensure that wildlife conservation receives equal consideration, and is coordinated with other aspects of water resources development (16 U.S.C. § 661). The FWCA establishes a consultation requirement for Federal departments and agencies that undertake any action that proposes to modify any stream or other body of water for any purpose, including navigation and drainage (16 U.S.C. § 662(a)). Consistent with this consultation

requirement, NMFS provides recommendations and comments to Federal action agencies for the purpose of conserving fish and wildlife resources. The FWCA provides the opportunity to offer recommendations for the conservation of species and habitats beyond those currently managed under the ESA and MSA:

(1) Caltrans should recommend to the project applicants to install interpretive signs at the new bridge site to educate and inform visitors about the ecological value of anadromous fish resources in Antelope Creek, Secret Ravine, and Miners Ravine.

NMFS requests that your office provide a response to the FWCA recommendations. We make this request in order to foster greater communications with action agencies and to monitor the effectiveness of our letters. This concludes the FWCA portion of this consultation.

ESA Section 7(a)(1) Conservation Recommendations

Section 7(a)(l) of the ESA directs Federal agencies to utilize their authorities to further the purposes of the ESA by carrying out conservation programs for the benefit of threatened and endangered species. Conservation recommendations are discretionary agency activities intended to minimize or avoid adverse effects of a proposed project on listed species or critical habitat, to help implement recovery plans, or to develop information. Caltrans also has the same responsibilities, and informal consultation offers action agencies an opportunity to address their conservation responsibilities under section 7(a)(1). In order to fulfill the requirements of section 7(a)(l), in light of the enlargement of the project footprint NMFS recommends the following conservation measure:

(1) Caltrans should purchase steelhead habitat restoration credits at a NFMS-approved anadromous fish conservation bank at a 3:1 ratio for the footprint of the project area. The purchase of credits is consistent with 7(a)(l) because it will result in the restoration and long-term preservation of valuable habitat attributes that will improve the survival and recovery of the species.

Please direct questions to Dylan Van Dyne in NMFS' WCR CCVO at (916) 930-3725, or via e-mail at Dylan.VanDyne@noaa.gov concerning this project.

Sincerely,

William W. Stelle, Jr.
Regional Administrator

CC: Copy to File: 151422-WCR2015-SA00138
California Central Valley Office - File Copy

Literature Cited

Caltrans. 2015. Biological Assessment for the I-80/SR 65 Interchange Improvements Project. March, 2015. 101 pp.

Caltrans. 2013. Construction Site Best Management Practices (BMPs) Manual. March 2013. 218 pp.

ECORP Consulting. 2003. *Technical Memorandum on Secret Ravine Creek and Special-Status Fish: Public Draft Environmental Impact Report for the Rocklin Crossings Project.* Available: http://www.ci.rocklin.ca.us/civica/filebank/blobdload.asp?BlobID=10011. Accessed: July 24, 2014.

ICF International. 2014. Instantaneous Water Temperature Measurements on Antelope Creek, Miners Ravine, and Secret Ravine on Select Dates in July and August 2014. Accessed as Table 4-1 in Caltrans, 2015 citation on July 27, 2015.

NMFS. 2014. Recovery Plan for the Evolutionarily Significant Units of Sacramento River Winter-Run Chinook Salmon and Central Valley Spring-Run Chinook Salmon and the Distinct Population Segment of Central Valley Steelhead: Appendix A Central Valley Watershed Profiles. National Marine Fisheries Service, California Central Valley Area Office, Sacramento, California. July 2014. 231 pp.

U.S. Fish and Wildlife Service Biological Opinion

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Suite W-2605
Sacramento, California 95825-1846

In Reply Refer to:
08ESMF00-
2015-F-0471-2

MAR 08 2016

Ms. Kendall Schinke
Chief, Environmental Management, S-1 Branch
California Department of Transportation, District 3
2379 Gateway Oaks Drive, Suite 150
Sacramento, California 95833

Subject: Formal Consultation on the Proposed Interstate 80/State Route 65 Interchange Improvements Project, Placer County, California (Caltrans Fed. ID# 03-4E3200)

Dear Ms. Schinke:

This letter is in response to the California Department of Transportation's (Caltrans), November 10, 2015, request for initiation of formal consultation with the U.S. Fish and Wildlife Service (Service) on the proposed Interstate 80/State Route 65 Interchange Improvements Project (proposed project), in Placer County, California. Your request was received by the Service on November 17, 2015; however, complete information was not received until February 10, 2016. At issue are the proposed project's effects on the federally-listed as endangered vernal pool tadpole shrimp (*Lepidurus packardi*) (tadpole shrimp) and the federally-listed as threatened vernal pool fairy shrimp (*Branchinecta lynchi*) (fairy shrimp) and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (beetle). This response is provided under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act) and in accordance with the implementing regulations pertaining to interagency cooperation (50 CFR §402).

The federal action we are consulting on is the improvement of the existing Interstate 80/State Route 65 interchange by the Placer County Transportation Planning Agency, Placer County, and the cities of Roseville, Rocklin, and Lincoln (applicants) in coordination with Caltrans and the Federal Highway Administration (FHWA). The proposed project is receiving federal funding through FHWA and Caltrans has assumed FHWA's responsibilities as the lead agency under the Act for this consultation in accordance with Section 1313, Surface Transportation Project Delivery Program, of the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012. The MAP-21 is described in the National Environmental Policy Act assignment Memorandum of Understanding between FHWA and Caltrans (effective October 1, 2012) and codified in 23 U.S.C. 327.

Pursuant to 50 CFR §402.12(j), you submitted a biological assessment for our review and requested concurrence with the findings presented therein. These findings conclude that the proposed project may affect, and is likely to adversely affect the tadpole shrimp, the fairy shrimp, and the beetle. The proposed project is not within designated or proposed critical habitat for any federally-listed species.

In considering your request, we based our evaluation on the following: (1) your November 10, 2015, letter requesting initiation of formal consultation and the enclosed November 2015 *I-80/SR 65 Interchange Improvements Project Biological Assessment* (biological assessment), prepared by ICF International (consultant); (2) your February 9, 2016, letter and the enclosed February 3, 2016,

Biological Assessment Addendum (addendum), prepared by the consultant; (3) email correspondence between the Service, Caltrans, and the consultant; and (4) other information available to the Service.

Consultation History

April 28, 2015: The Service received the April 24, 2015, letter from Caltrans requesting initiation of informal consultation with the March 2015 biological assessment enclosed. The Service informed Caltrans that the effects determinations in the letter did not match those in the biological assessment.

May 8, 2015: The Service received the May 4, 2015, letter from Caltrans requesting initiation of formal consultation.

July 7, 2015: At a meeting attended by representatives of the Service, Caltrans, the Army Corps of Engineers, two of the applicants, and the consultant, the Service requested additional information regarding the proposed project's effects to federally-listed species.

November 17, 2015: The Service received the November 10, 2015, letter from Caltrans requesting initiation of formal consultation with the revised November 2015 biological assessment enclosed.

December 29, 2015: The Service mailed a letter to Caltrans clarifying the additional information still required in order for consultation to begin.

January 25, 2016: At a meeting attended by representatives of the Service, Caltrans, two of the applicants, and the consultant, the additional information requested by the Service was discussed and it was agreed upon that Caltrans would provide the information in a supplemental memo.

February 9, 2016: The Service received the February 4, 2016, letter from Caltrans with the addendum enclosed. This date also confirms the receipt of all of the complete information in order for consultation to begin.

The remainder of this document provides our biological opinion on the effects of the proposed project on the tadpole shrimp, the fairy shrimp, and the beetle.

BIOLOGICAL OPINION

Description of the Action

The proposed project is located at the interchange of Interstate 80 (I-80) and State Route 65 (SR 65) in Placer County. The proposed project limits consist of I-80 from Douglas Boulevard to Rocklin Road (4.2 miles) and SR 65 from the I-80 interchange to Pleasant Grove Boulevard (2.5 miles). Proposed project components include:

- I-80 would be widened to add one or two mixed-flow lanes and one or two auxiliary lanes in each direction of travel, depending on the location within the proposed project limits. A retaining wall will be constructed in the eastbound direction between the Eureka Road

interchange and the Roseville Parkway overcrossing. A tie-back wall will be constructed in the eastbound direction under the Roseville Parkway overcrossing;

- SR 65 will be widened to include one high-occupancy vehicle (HOV) lane, one mixed-flow lane, and one or two auxiliary lanes in each direction of travel, depending on the location within the proposed project limits. Widening along SR 65 will occur on both the inside and outside of the existing pavement, in both the northbound and southbound directions. The median will be fully paved and include a concrete barrier. An additional concrete barrier will be added in the northbound direction between the HOV and general purpose lanes to prevent weaving between I-80 and the Galleria Boulevard/Stanford Ranch Road interchange. In the southbound direction, a 4-foot-wide pavement delineation soft barrier will separate the HOV and general purpose lanes to prohibit weaving between the on-ramp and the HOV direct connector ramp;

- The SR 65 mainline widening will require reconstruction of the ramp connections for all of the Galleria Boulevard/Stanford Ranch Road interchange ramps. The northbound Stanford Ranch Road off-ramp will be widened to two lanes. The southbound Galleria Boulevard/Stanford Ranch Road on-ramp will be reconstructed to a two-lane ramp plus HOV preferential lane. The southbound Pleasant Grove Boulevard on-ramp will also be adjusted to accommodate the mainline widening. The widening along SR 65 will occur within the existing right-of-way (ROW);

- The East Roseville Viaduct will be widened in the northbound and southbound directions, spanning Antelope Creek, the Union Pacific Railroad tracks, and Taylor Road. The existing parallel structures will be widened on both sides and will require additional columns to support the widened structures. The additional columns will be placed parallel to the existing columns along the entire length of the viaduct using large-diameter steel-cased drill shafts;

- All proposed permanent columns, footings, and foundations for the East Roseville Viaduct will be located outside the ordinary high water mark of Antelope Creek, except at two locations on the upstream side of the northbound SR 65 widening. Structural stability of the bridge does not allow relocation of the columns at these locations. The viaduct will be constructed in segments over a full construction season;

- The existing eastbound I-80 to northbound SR 65 loop connector will be removed and replaced with a high-speed three-lane flyover. The existing eastbound to northbound and southbound to eastbound connector structures over I-80 will be removed and replaced, including existing piers and abutments. Approach roadways will be removed and regraded;

- One lane of capacity will be added to each connector ramp by realigning the existing ramps. The westbound to northbound connector ramp will be constructed on fill with a retaining wall along a portion of the outside shoulder, while the southbound to eastbound and eastbound to northbound connector ramps will consist of a combination of fill, retaining walls, and structures;

- A direct connecting HOV ramp will be added to serve eastbound I-80 to northbound SR 65 and southbound SR 65 to westbound I-80. The HOV connector will be located in the I-80

median and retained by mechanically stabilized earth walls before transitioning to a structure over westbound I-80 and other local and/or connector ramps. The HOV connector will transition back to fill with a cast-in-place retaining wall along the shoulder before conforming to the East Roseville Viaduct;

- The existing I-80/Taylor Road ramp connections will be modified, and the existing access from I-80 to the eastbound Taylor Road off-ramp will be reconfigured;

- Taylor Road will be widened to five lanes and improved, including replacement of the overcrossing. The structure will be replaced to accommodate the I-80 widening with a profile correction until conforming to the existing road grade. Curb, gutter, sidewalk, and driveway modifications will be constructed along the south side of Taylor Road;

- Other ramps and intersections of the I-80/Eureka Road/Atlantic Street interchange, SR 65/Galleria Boulevard/Stanford Ranch Road interchange, and the SR 65/Pleasant Grove interchange will be improved; and

- The southbound SR 65 to eastbound I-80 connector will be realigned and widened to two lanes, beginning on fill before transitioning to structure in order to span various roadways and a portion of Secret Ravine. An approximately 400-foot-long retaining wall will be required along the outside shoulder, prior to the structure, to separate the roadway from the southbound SR 65 to westbound I-80 connector. The connector will be the top level of the interchange structures, reaching a maximum elevation of approximately 80 feet above the I-80 mainline, decreasing in elevation as it transitions to eastbound I-80. Once back within the existing ROW, the southeast connector will be constructed in a combination of cut and fill, requiring a retaining wall along the outside shoulder before merging with eastbound I-80. The southeast connector will be constructed with cast-in-place concrete, requiring the use of temporary falsework and supports approximately every 60 feet.

Construction is expected to require the use of earthmovers, bulldozers, paving machines, water trucks, dump trucks, concrete trucks, rollers, and pickup trucks. Staging and access will occur within the Caltrans ROW. Work is expected to begin in 2020 and be conducted in approximately four major phases, ending in 2036.

Vernal Pool Wetland Impacts

The biological assessment identifies a total of 0.394 acre of vernal pool habitat providing suitable habitat for the tadpole shrimp and the fairy shrimp that will be affected by the proposed project. The vernal pools are located along the railroad tracks south of SR 65 and within the existing off-ramps at the SR 65/Galleria Boulevard/Stanford Ranch Road interchange. Four vernal pools, totaling 0.043 acre, will be filled due to construction of the proposed project, and the remaining 0.351 acre will be indirectly affected.

In addition to implementing Caltrans' standard Best Management Practices (BMPs; Caltrans 2003) throughout the proposed project area for the duration of construction, including erosion and sediment control, the applicants have proposed the following measures to Caltrans to minimize effects on the tadpole shrimp and the fairy shrimp. The measures proposed below are considered part of the proposed action evaluated by the Service in this biological opinion.

- Compensate for Direct and Indirect Effects to Vernal Pool Habitat

    - The applicants will compensate for direct and indirect effects to fairy shrimp and tadpole shrimp habitat by preserving suitable habitat at a 2:1 (acre:acre) ratio ([0.043 direct + 0.351 indirect] x 2 = 0.788 acre). This will be acquired through the purchase of appropriate habitat credits at a Service-approved conservation bank.

- Install Fencing and/or Flagging to Avoid and Protect Sensitive Biological Resources

    - Prior to construction, the contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to environmentally sensitive areas. The applicants will ensure that the final construction plans show the locations where fencing will be installed. The plans will also define the fencing installation procedure. The applicants will ensure fencing is maintained throughout the duration of the construction period. In the fencing is damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within environmentally sensitive areas.

- Conduct Mandatory Environmental Awareness Training for Construction Personnel

    - Before any work occurs in the project area, including grading and tree removal, the applicants will retain a qualified biologist (familiar with the tadpole shrimp, the fairy shrimp, and the beetle) to conduct a mandatory contractor/worker environmental awareness training for construction personnel. The awareness training will be provided to all construction personnel (contractors and subcontractors) to brief them on the need to avoid effects to sensitive biological resources (including habitat for federally-listed species) adjacent to construction areas and the penalties for not complying with applicable state and federal laws and permit requirements. The biologist will inform all construction personnel about the life history and habitat requirements of federally-listed species with potential for occurrence onsite, the importance of maintaining habitat, and the terms and conditions of this biological opinion. Proof of this instruction will be submitted to the applicants and the Service;

    - The environmental training also will cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction. General restrictions and guidelines that must be followed by construction personnel are:

        - Project-related vehicles will observe the posted speed limit on hard-surfaced roads and a 10-mile-per-hour speed limit on unpaved roads or access areas during travel within the project limits;

        - Project-related vehicles and construction equipment will restrict off-road travel to the designated construction area;

- Vegetation clearing and construction operations will be limited to the minimum necessary in areas of temporary access work areas and staging;

- All food-related trash will be disposed of in closed containers and removed from the project site at least once a week during the construction period. Construction personnel will not feed or otherwise attract wildlife to the project site;

- No pets or firearms will be allowed on the project site;

- To prevent possible resource damage from hazardous materials such as motor oil or gasoline, construction personnel will not service vehicles or construction equipment outside designated staging areas;

- The training will also include identifying the BMPs written into construction specifications for avoiding and minimizing the introduction and spread of invasive plants and the rationale behind their implementation during project construction.

- Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

  - A qualified biologist will monitor all construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, bridge construction) within or adjacent to environmentally sensitive areas. The biologist will ensure that fencing around environmentally sensitive areas remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters environmentally sensitive areas. The monitor will complete daily logs, and a final monitoring report will be prepared at the end of each construction season that will be submitted to the applicants and the Service;

- Avoid and Minimize Indirect Effects to Vernal Pool Habitat

  - Ground disturbance within 250 feet of suitable fairy shrimp and tadpole shrimp habitat will be avoided from the first day of the first significant rain (1 inch or greater) until June 1, or until suitable wetlands remain dry for 72 hours and no significant rain is forecast on the day of such ground disturbance;

  - A qualified biologist will guide the installation of exclusion fencing prior to the start of ground-disturbing activities (including staging and grading). The exclusion fencing will be installed along the edge of the construction limits and in a manner that minimizes disturbance of adjacent wetlands. The exclusion fencing will consist of orange construction barrier and erosion control fencing or combination fencing and will be installed by the applicants or the construction contractor;

  - No herbicide will be sprayed within 100 feet of aquatic habitat, except when applied to cut stumps or frilled stems, or injected into stems. No broadcast applications will be used.

Elderberry Plant Impacts

The proposed project area contains four elderberry plants (*Sambucus* sp.), the sole host plant for the beetle, with at least one stem 1 inch or greater in diameter at ground level. Three of the plants are beyond 100 feet from the proposed construction limits; however, they are along a paved bike path that will be used for access. The remaining plant is within the construction footprint and will be removed and transplanted to a Service-approved beetle conservation bank. An additional elderberry plant was burned in the summer of 2014 and currently does not contain any stems 1 inch or greater in diameter at ground level.

The applicant is proposing to Caltrans to minimize these effects by transplanting, as described in *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (Guidelines) (Service 1999). The applicants propose to compensate for the one shrub removed as described in Table 1 below.

Table 1: Compensation Ratios for Affected Elderberry Shrub

Riparian	Elderberry Stem Size	Exit Holes	Number of Stems	Seedling Ratio	Number of Replacement Elderberries	Associated Native Ratio	Number of Associated Seedlings
No	>1" and <3"	Yes	10	2:1	20	2:1	40
No	>5"	Yes	1	6:1	6	2:1	12
Total Stems Affected			**11**				
Total Replacement Plantings					**26**		**52**
Conservation Credits Proposed for Plantings (total replacement plantings/10)						**8**	
Note: This information is summarized from Table 4-3 in the biological assessment.							

In addition to the proposed compensation and the applicable measures described above (i.e., fencing, environmental awareness training, and monitoring), the applicants have proposed the following measures to Caltrans to minimize effects on the beetle. The measures proposed below are considered part of the proposed action evaluated by the Service in this biological opinion.

- Establish a Minimum 20-Foot-Wide Buffer around Elderberry Plants
    - The applicants will ensure that a minimum 4-foot-tall, orange plastic mesh-type construction fence is installed at least 20 feet from the dripline of elderberry plants that will be avoided within the project area. Where the existing bike path restricts placement of the exclusion fencing, the fencing will be placed at the edge of the existing pavement. The fencing is intended to prevent encroachment by construction vehicles and personnel. The exact location of the fencing will be determined by a qualified biologist, with the goal of protecting habitat for the beetle. The fencing will be strung tightly on posts set at a maximum interval of 10 feet. The fencing will be installed in a manner that prevents equipment from enlarging the work area beyond what is necessary to complete the work. The fencing will be checked and maintained weekly until all construction is completed. The buffer zone will be marked by a sign stating: *This is habitat for the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.*

- No construction activity, including grading, will be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans and specifications.

- Transplant Elderberry Plant That Cannot Be Avoided

  - The elderberry plant that occurs within areas requiring vegetation removal will be transplanted to a Service-approved conservation area in accordance with the Guidelines. The plant will be transplanted when it is dormant (after it loses its leaves), in the period starting approximately in November and ending in the first two weeks of February. A qualified specialist familiar with elderberry plant transplantation procedures will supervise the transplanting. The location of the conservation area transplantation site will be approved by the Service before removal of the plant.

Action Area

The action area is defined in 50 CFR §402.02 as, "all areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action." For the proposed project, the action area encompasses the entire project site, including access and staging. The action area also includes all areas up to 330 feet from the construction footprint in which noise from construction activities is expected to exceed ambient levels (derived from Service 2006).

Analytical Framework for the Jeopardy Determination

The following analysis relies on four components to support the jeopardy determination for the tadpole shrimp, the fairy shrimp, and the beetle: (1) the *Status of the Species*, which evaluates the species' range-wide condition, the factors responsible for that condition, and their survival and recovery needs; (2) the *Environmental Baseline*, which evaluates the condition of the tadpole shrimp, the fairy shrimp, and the beetle in the action area, the factors responsible for that condition, and the role of the action area in the species' survival and recovery; (3) the *Effects of the Action*, which determines the direct and indirect effects of the proposed federal action and the effects of any interrelated or interdependent activities on the tadpole shrimp, the fairy shrimp, and the beetle; and (4) *Cumulative Effects*, which evaluates the effects of future, non-federal activities in the action area on the tadpole shrimp, the fairy shrimp, and the beetle.

In accordance with the implementing regulations for section 7 and Service policy, the jeopardy determination is made in the following manner: the effects of the proposed federal action are evaluated in the context of the aggregate effects of all factors that have contributed to the current status of the tadpole shrimp, the fairy shrimp, and the beetle. Additionally, for non-federal activities in the action area, we will evaluate those actions likely to affect the species in the future, to determine if implementation of the proposed action is likely to cause an appreciable reduction in the likelihood of both their survival and recovery in the wild.

The following analysis places an emphasis on using the range-wide survival and recovery needs of the tadpole shrimp, the fairy shrimp, and the beetle, and the role of the action area in providing for those needs as the context for evaluating the significance of the effects of the proposed federal action, taken together with cumulative effects, for purposes of making the jeopardy determination.

Status of the Species

Vernal Pool Tadpole Shrimp and Vernal Pool Fairy Shrimp

The status of the tadpole shrimp and the fairy shrimp have been assessed in the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (Service 2005) (Recovery Plan) and 5-year reviews. For the most recent comprehensive assessment of the range-wide status of the tadpole shrimp, please refer to the *Vernal Pool Tadpole Shrimp (Lepidurus packardi) 5-Year Review: Summary and Evaluation* (Service 2007b). For the most recent comprehensive assessment of the range-wide status of the fairy shrimp, please refer to the *Vernal Pool Fairy Shrimp (Branchinecta lynchi) 5-Year Review: Summary and Evaluation* (Service 2007a).

No change in either species' listing status was recommended in the 5-year reviews. Threats such as the loss of vernal pool habitat primarily due to widespread urbanization were evaluated during the reviews and discussed in the final documents and have continued to act on the fairy shrimp and tadpole shrimp since the 2007 5-year reviews were finalized. The construction of infrastructure associated with urbanization also has contributed greatly to the loss and fragmentation of vernal pool species including the construction of roads. Habitat loss exacerbates the highly fragmented distribution of these species. Direct losses of habitat generally represent an irreversible damage to vernal pools. The alteration and destruction of habitat disrupts the physical processes conducive to functional vernal pool ecosystems. Vernal pool hydrology may be altered by further changes to the patterns of surface and subsurface flow due to the increase in the runoff associated with infrastructure.

While there have been continued losses of vernal pool habitat throughout the various vernal pool regions identified in the Recovery Plan, including the Southeastern Sacramento Valley Vernal Pool Region where the proposed project is located, to date no project has proposed a level of effect for which the Service has issued a biological opinion of jeopardy for either species. The Service is in the process of finalizing its most current 5-year reviews for both the tadpole shrimp and the fairy shrimp.

Valley Elderberry Longhorn Beetle

For the most recent comprehensive assessment of the range-wide status of the beetle, please refer to the *Withdrawal of the Proposed Rule To Remove the Valley Elderberry Longhorn Beetle From the Federal List of Endangered and Threatened Wildlife* (Service 2014). Threats discussed in the withdrawal continue to act on the beetle, with loss of habitat being the most significant effect. While there continue to be losses of beetle habitat throughout its range, to date no project has proposed a level of effect for which the Service has issued a biological opinion of jeopardy for the beetle.

Environmental Baseline

Vernal Pool Tadpole Shrimp and Vernal Pool Fairy Shrimp

The action area is located in the Southeastern Sacramento Valley Vernal Pool Region, as described in the Recovery Plan, but is not within an identified core area. The vernal pool habitat present in the action area represents a very small proportion of that available throughout the vernal pool region and the full range of the tadpole shrimp and the fairy shrimp.

Formal surveys for the tadpole shrimp and the fairy shrimp were not conducted within the action area; however, there are known occurrences of the tadpole shrimp and the fairy shrimp in the California Diversity Database (CNDDB) in the vicinity of the action area (CNDDB 2016). There are two known occurrences of the tadpole shrimp in Placer County characterized as 'presumed extant' in the CNDDB, located 2.5 and 8 miles from the action area. The vernal pools along the railroad tracks south of SR 65 have been observed to pond water long enough to support the life cycle of the tadpole shrimp, while those within the off-ramps at the SR 65/Galleria Boulevard/Stanford Ranch Road interchange are shallower. Although the tadpole shrimp appears to be rare in Placer County, its presence in the action area cannot be discounted due to the lack of surveys and detailed hydrologic data for the vernal pool habitat within the action area. There are three known occurrences of the fairy shrimp characterized as 'presumed extant' in the CNDDB within 1 mile of the action area. Given this proximity and the suitability of the vernal pool habitat, it is likely that the fairy shrimp is present in the action area.

Valley Elderberry Longhorn Beetle

Due to the fact that the life cycle of the beetle takes one or two years to complete, during which it spends most of its life in the larval stage living within the stems of elderberry plants, it is not possible to know if the four plants in the action area are inhabited by the beetle. The closest known occurrence of the beetle in the CNDDB is approximately 1.2 miles beyond the eastern extent of the action area along I-80 (CNDDB 2016). Old beetle exit holes were located on the stems of the elderberry plant to be removed due to proposed project construction. The proximity to a known occurrence and presence of exit holes increases the likelihood that the stems greater than or equal to 1 inch in diameter at ground level are inhabited by the beetle. The four elderberry plants in the proposed project's action area represent a very small proportion of habitat available throughout the full range of the beetle.

Roseville Open Space Preserve Overarching Management Plan

In August 2011, the city of Roseville adopted the *City of Roseville Open Space Preserve Overarching Management Plan* (OSPOMP; Service File Number 81420-2008-F-1958). The OSPOMP consolidated 34 individual management plans for general open space and open space preserves established under a variety of regulatory permitting actions. The action area includes portions of five open space preserves: Olympus Pointe, Vista Oaks, Roseville 150, Highland Reserve North, and Highland Reserve South. The only preserve that will be directly affected by the proposed project is the Olympus Pointe preserve. Approximately 6.64 acres of the Olympus Pointe preserve will be acquired due to the proposed project; however, there are no federally-listed species in this portion of the preserve, and it was not set aside pursuant to a Service biological opinion. Two vernal pools on the Highland Reserve North preserve are within the action area; however, work at this location is limited to the opposite side of SR 65. No federally-listed species are present within the portions of the remaining preserves that are within the action area for the proposed project. Therefore, the OSPOMP will not be discussed further in this biological opinion.

Effects of the Action

Vernal Pool Tadpole Shrimp and Vernal Pool Fairy Shrimp

The construction of the proposed project will result in direct effects to 0.043 acre of habitat for the tadpole shrimp and the fairy shrimp. The project related activities, such as grading, placement of fill,

and the use of earth moving equipment, will result in the loss of tadpole shrimp and fairy shrimp habitat and the death of an unknown number of eggs. The earthmoving equipment will be moving dirt and filling tadpole shrimp and fairy shrimp habitat during construction activities and will likely crush or destroy the tadpole shrimp and fairy shrimp eggs, or otherwise prevent the eggs from hatching.

The construction of the proposed project will also result in indirect effects to 0.351 acre of habitat for the tadpole shrimp and the fairy shrimp. Indirect effects are caused by or result from the proposed action, are later in time, and are reasonably certain to occur. The grading and ground disturbance associated with the proposed project, in combination with the impervious nature of paved road surfaces, is reasonably likely to impede the surface and subsurface hydrology of the vernal pool landscape located outside the project footprint, leading to the eventual loss of that vernal pool habitat. All tadpole shrimp and fairy shrimp eggs inhabiting the vernal pool habitat will be prevented from hatching.

As noted previously in the *Description of the Action* section, the applicants have also proposed conservation measures to Caltrans, including the commitment to provide compensatory habitat as a condition of the action. This compensatory habitat is intended to minimize the effect on the tadpole shrimp and the fairy shrimp of the project's anticipated incidental take, resulting from the permanent loss of habitat described above. The compensatory habitat proposed will be in the form of tadpole shrimp and fairy shrimp habitat conservation credits at a Service-approved conservation bank(s).

This component of the action will have the effect of protecting and managing lands for the species' conservation in perpetuity. The compensatory lands will provide suitable habitat for breeding, feeding, or sheltering commensurate with or better than habitat lost as a result of the project. Providing this compensatory habitat as part of a relatively large, contiguous block of conserved land may contribute to other recovery efforts for the tadpole shrimp and the fairy shrimp.

Valley Elderberry Longhorn Beetle

The three elderberry plants along the paved bike trail to be used as an access route are not likely to be adversely affected based on the avoidance and minimization measures proposed by the applicants. The remaining elderberry plant with 11 stems 1 inch or greater in diameter at ground level will be removed and transplanted. Any beetle larvae occupying the stems could be killed when the plant is transplanted, since the plant may be significantly pruned before transplantation and could experience stress due to changes in soil, hydrology, or microclimate. Mortality of the transplanted elderberry plant would preclude its future use by the beetle.

As noted previously in the *Description of the Action* section, the applicants have also proposed conservation measures to Caltrans, including the commitment to provide compensatory habitat as a condition of the action. This compensatory habitat is intended to minimize the effect on the beetle of the project's anticipated incidental take, resulting from the permanent loss of habitat described above. The compensatory habitat proposed will be in the form of beetle conservation credits at a Service-approved conservation bank.

This component of the action will have the effect of protecting and managing lands for the species' conservation in perpetuity. The compensatory lands will provide suitable habitat for breeding, feeding, or sheltering commensurate with or better than habitat lost as a result of the project.

Providing this compensatory habitat as part of a relatively large, contiguous block of conserved land may contribute to other recovery efforts for the beetle.

Cumulative Effects

Cumulative effects include the effects of future state, tribal, local or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act. During this consultation, the Service did not identify any future non-federal actions that are reasonably certain to occur in the action area of the proposed project.

Conclusion

After reviewing the current status of the tadpole shrimp, the fairy shrimp, and the beetle, the environmental baseline for the action area, the effects of the proposed project, and the cumulative effects, it is the Service's biological opinion that the Interstate 80/State Route 65 Interchange Improvements Project, as proposed, is not likely to jeopardize the continued existence of the tadpole shrimp, the fairy shrimp, or the beetle. The Service reached this conclusion because the project-related effects to the tadpole shrimp, the fairy shrimp, and the beetle, when added to the environmental baseline and analyzed in consideration of the lack of cumulative effects, will not rise to the level of precluding recovery or reducing the likelihood of survival of the species. The vernal pool habitat and elderberry stems affected by the proposed project represent a small proportion of habitat available to each species, and the loss will be minimized by the proposed purchase of conservation credits.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and federal regulation pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harass is defined by the Service regulations at 50 CFR §17.3 as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering. Harm is defined by the same regulations as an act which actually kills or injures wildlife. Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of this Incidental Take Statement.

The measures described below are non-discretionary, and must be undertaken by Caltrans so that they become binding conditions of any grant or permit issued, as appropriate, for the exemption in section 7(o)(2) to apply. Caltrans has a continuing duty to regulate the activity covered by this incidental take statement. If Caltrans (1) fails to assume and implement the terms and conditions or (2) fails to adhere to the terms and conditions of the incidental take statement through enforceable terms that are added to the permits or grant document, the protective coverage of section 7(o)(2)

may lapse. In order to monitor the impact of incidental take, Caltrans must report the progress of the action and its impact on the species to the Service as specified in the incidental take statement. [50 CFR §402.14(i)(3)]

Amount or Extent of Take

The Service anticipates that incidental take of the tadpole shrimp and the fairy shrimp will be difficult to detect due to the fact that it is not possible to know how many eggs are in the soil of any vernal pool, or how many individuals or eggs will occupy any pool later in time. Fill of the 0.043 acre of vernal pools and future loss of the 0.351 acre of vernal pools due to the proposed project will result in the harm and mortality of all eggs inhabiting the pools. Therefore, the Service is authorizing incidental take to the proposed action as the killing of all tadpole shrimp and fairy shrimp, including their eggs, within the 0.394 acre of vernal pools inhabited by the tadpole shrimp and the fairy shrimp that will be lost.

The Service also anticipates that incidental take of the beetle will be difficult to detect due to the fact that it is not possible to know how many larvae inhabit the 11 stems providing habitat for the beetle. Removal and transplantation of the elderberry plant will result in the harm and mortality of all larvae inhabiting the stems. Therefore, the Service is authorizing incidental take to the proposed action as the harm of all larvae within the 11 elderberry stems greater than or equal to 1 inch in diameter at ground level.

Upon implementation of the following *Reasonable and Prudent Measures*, incidental take of the tadpole shrimp, the fairy shrimp, and the beetle associated with the Interstate 80/State Route 65 Interchange Improvements Project will become exempt from the prohibitions described in section 9 of the Act. No other forms of take are exempted under this opinion.

Effect of the Take

In the accompanying biological opinion, the Service determined that this level of anticipated take is not likely to result in jeopardy to the tadpole shrimp, the fairy shrimp, or the beetle.

Reasonable and Prudent Measures

All necessary and appropriate measures to avoid or minimize effects to the tadpole shrimp, the fairy shrimp, and the beetle resulting from implementation of this project have been incorporated into the project's proposed conservation measures. Therefore, the Service believes the following Reasonable and Prudent Measure is necessary and appropriate to minimize incidental take of the tadpole shrimp, the fairy shrimp, and the beetle:

1. The conservation measures for the tadpole shrimp, the fairy shrimp, and the beetle, as described in the biological assessment and restated here in the *Description of the Action* section of this biological opinion, shall be fully implemented and adhered to. Further, this Reasonable and Prudent Measure shall be supplemented by the Terms and Conditions below.

Terms and Conditions

In order to be exempt from the prohibitions of section 9 of the Act, Caltrans must ensure compliance with the following terms and conditions, which implement the Reasonable and Prudent Measure described above. These terms and conditions are nondiscretionary.

1. Caltrans shall include full implementation and adherence to the conservation measures as a condition of any permit or contract issued for the proposed project.

2. Prior to construction, Caltrans will provide a copy of the completed bill of sale and payment receipt to the Service upon the applicant's purchase of habitat conservation credits.

3. In order to monitor whether the amount or extent of incidental take anticipated from implementation of the proposed project is approached or exceeded, Caltrans shall adhere to the following reporting requirement. Should this anticipated amount or extent of incidental take be exceeded, Caltrans must immediately reinitiate formal consultation, as per 50 CFR §402.16.

    a. For those components of the action that will result in habitat degradation or modification whereby incidental take in the form of harm is anticipated, Caltrans will provide a precise accounting of the total acreage of habitat impacted to the Service after the completion of construction. This report shall also include any information about changes in project implementation that result in habitat disturbance not described in the *Description of the Action* and not analyzed in this biological opinion.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs federal agencies to utilize their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information. The Service recommends the following action:

1. Caltrans should work with the Service to assist us in meeting the goals of the Recovery Plan for the fairy shrimp as outlined in the *December 2005, Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (Service 2005).

In order for the Service to be kept informed of actions minimizing or avoiding adverse effects or benefiting listed species or their habitats, the Service requests notification of the implementation of any conservation recommendation.

REINITIATION - CLOSING STATEMENT

This concludes formal consultation on the Interstate 80/State Route 65 Interchange Improvements Project in Placer County, California. As provided in 50 CFR §402.16, reinitiation of formal consultation is required and shall be requested by the federal agency or by the Service where discretionary federal agency involvement or control over the action has been retained or is authorized by law and: (a) if the amount or extent of taking specified in the incidental take statement is exceeded; (b) if new information reveals effects of the action that may affect listed

species or critical habitat in a manner or to an extent not previously considered; (c) if the identified action is subsequently modified in a manner that causes an effect to listed species or critical habitat that was not considered in the biological opinion; or (d) if a new species is listed or critical habitat designated that may be affected by the identified action.

If you have questions regarding this biological opinion, please contact Lily Douglas, Fish and Wildlife Biologist (lily_douglas@fws.gov), or Kellie Berry, Chief, Sacramento Valley Division (kellie_berry@fws.gov) at the letterhead address, (916) 414-6631, or by e-mail.

Sincerely,

Jennifer M. Norris
Field Supervisor

cc:
Ms. Nancy Haley, U.S. Army Corps of Engineers, Sacramento, CA

LITERATURE CITED

California Department of Transportation (Caltrans). 2003. Caltrans Storm Water Quality Handbooks: Construction Site Best Management Practices (BMPs) Manual. Caltrans Publication Distribution Unit, Sacramento, California. March 2003.

California Natural Diversity Database (CNDDB). 2016. Biogeographic Data Branch, Department of Fish and Wildlife. Sacramento, California. Accessed 26 February 2016.

U.S. Fish and Wildlife Service (Service). 1999. Conservation Guidelines for the Valley Elderberry Longhorn Beetle. Sacramento Fish and Wildlife Office, Sacramento, California. 15 pp.

_____. 2005. Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon. Portland, Oregon. xxii + 574 pp.

_____. 2006. Estimating the Effects of Auditory and Visual Disturbance to Northern Spotted Owls and Marbled Murrelets in Northwestern California. Arcata Fish and Wildlife Office, Arcata, California. July 26, 2006. 61 pp.

_____. 2007a. Vernal Pool Fairy Shrimp (*Branchinecta lynchi*) 5-year Review: Summary and Evaluation. Sacramento Fish and Wildlife Office, Sacramento, California. September 2007. 75 pp.

_____. 2007b. Vernal Pool Tadpole Shrimp (*Lepidurus packardi*) 5-Year Review: Summary and Evaluation. Sacramento Fish and Wildlife Office, Sacramento, California. September 2007. 50 pp.

_____. 2014. Withdrawal of the Proposed Rule To Remove the Valley Elderberry Longhorn Beetle From the Federal List of Endangered and Threatened Wildlife. Federal Register 79:55874-55917. September 17, 2014.

Native American Consultation

Fax Transmission

Date:	March 13, 2013
Attention:	Native American Heritage Commission
Fax Number:	916-657-5390
Phone Number:	916-653-4082
Number of Pages:	2 (including this page)
From:	Tina Sorvari Project Coordinator
Subject:	**Sacred Lands File & Native American Contacts List Request for the I-80/SR 65 Interchange Improvements Project**
Client: **Project:** **Project Number:**	Caltrans I-80/SR 65 Interchange Improvements Project 00220.12

Dear Native American Heritage Commission:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

As part of our efforts to collect information concerning cultural resources in the vicinity and to identify concerned parties, we request that your office search the Sacred Lands File for the presence of Native American cultural resources and also provide us with a list of known contacts to consult regarding area resources. The legal location of the project is as follows.

Roseville 7.5-minute quadrangle. T10 & 11N; R6E; Sections 1, 6, 22, 23, 25, 26, 36 M.D.B.M.

Rocklin 7.5-minute quadrangle. T11N; R6 & 7E; Sections 25, 30, M.D.B.M.

Citrus Heights 7.5-minute quadrangle. T10N; R6E; Sections 1, 6, M.D.B.M.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390

March 22, 2013

Tina Sorvari
ICF
630 K Street
Sacramento, CA 95814 916-737-3030

Sent by FAX: 737-3030
Number of Pages: 2

Re: I-80/SR 65 Interchange Improvement Project, Placer County

Dear Ms. Sorvari:

A search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the presence of Native American traditional cultural places or sites in the APE. Enclosed is a list of Native American individuals/organizations who may have knowledge of traditional cultural places in your project area. This list should provide a starting place in locating any areas of potential adverse impact.

The NAHC makes no recommendation or preference of any single individual, or group over another. All of those on the list should be contacted, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: rw_nahc@pacbell.net

Sincerely,

Robert Wood
Associate Government Program Analyst

Native American Contact List
Placer County
March 22, 2013

Shingle Springs Band of Miwok Indians
Sam Daniels, Vice Chairperson
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
(530) 676-8010
(530) 676-8033 Fax

T'Si-akim Maidu
Grayson Coney, Cultural Director
P.O. Box 1316 Maidu
Colfax , CA 95713
akimmaidu@att.net
(530) 383-7234

Rose Enos
15310 Bancroft Road Maidu
Auburn , CA 95603 Washoe
(530) 878-2378

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
mguerrero@auburnrancheria.com
530-883-2364
530-883-2320 - Fax

United Auburn Indian Community of the Auburn Rancheria
David Keyser, Chairperson
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

April Wallace Moore
19630 Placer Hills Road Nisenan - So Maidu
Colfax , CA 95713 Konkow
530-637-4279 Washoe

T si-Akim Maidu
Eileen Moon, Vice Chairperson
1239 East Main St. Maidu
Grass Valley , CA 95945
530-274-7497

Shingle Springs Band of Miwok Indians
Daniel Fonseca, Cultural Resource Director
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
(530) 676-8010
(530) 676-8033 Fax

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 Miwok
Shingle Springs , CA 95682 Maidu
nfonseca@ssband.org
(530) 676-8010
(530) 676-8033 Fax

Colfax-Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle Miwok
Lincoln , Cali 95648 Maidu
916-580-4078

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed I-80/SR 65 Interchange Improvements Project, Roseville USGS Quadrangle, Placer County

Native American Contact List
Placer County
March 22, 2013

United Auburn Indian Community of the Auburn Rancheria
Danny Rey, THPO
10720 Indian Hill Road
Auburn , CA 95603
dannyr@auburnrancheria.com
916-368-9742 - cell
530-883-2390
530-888-5476 - Fax

Maidu
Miwok

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed I-80/SR 65 Interchange Improvements Project, Roseville USGS Quadrangle, Placer County

April 5, 2013

Garyson Coney, Cultural Director
T'Si-akim Maidu
P.O. Box 1316
Colfax, CA 95713

Subject: I-80/SR-65 Interchange Improvements Project

Dear Mr. Coney:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Sam Daniels, Vice Chairperson
Shingle Springs Band of Miwok Indians
P.O. Box 1340
Shingle Springs, CA 95682

Subject: I-80/SR-65 Interchange Improvements Project

Dear Mr. Daniels:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Rose Enos
15310 Bancroft Road
Auburn, CA 95603

Subject: I-80/SR-65 Interchange Improvements Project

Dear Ms. Enos:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Nicholas Fonseca, Chairperson
Shingle Springs Band of Miwok Indians
P.O. Box 1340
Shingle Springs, CA 95682

Subject: I-80/SR-65 Interchange Improvements Project

Dear Mr. Fonseca:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Daniel Fonseca, Chairperson
Shingle Springs Band of Miwok Indians
P.O. Box 1340
Shingle Springs, CA 95682

Subject: I-80/SR-65 Interchange Improvements Project

Dear Mr. Fonseca:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Marcos Guerrero, Tribal Preservation Committee
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Subject: I-80/SR-65 Interchange Improvements Project

Dear Mr. Guerrero:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

David Keyser, Chairperson
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Subject: I-80/SR-65 Interchange Improvements Project

Dear Mr. Keyser:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Judith Marks
Colfax-Todds Valley Consolidated Tribe
1068 Silverton Circle
Lincoln, CA 95648

Subject: I-80/SR-65 Interchange Improvements Project

Dear Ms. Marks:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Eileen Moon, Vice Chairperson
T'Si-akim Maidu
1239 East Main Street
Grass Valley, CA 95945

Subject: I-80/SR-65 Interchange Improvements Project

Dear Ms. Moon:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

Danny Rey, THPO
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Subject: I-80/SR-65 Interchange Improvements Project

Dear Mr. Rey:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

April 5, 2013

April Wallace Moore
19630 Placer Hills Road
Colfax, CA 95713

Subject: I-80/SR-65 Interchange Improvements Project

Dear Ms. Wallace Moore:

ICF is assisting the California Department of Transportation with consultation and technical tasks associated with the I-80/SR 65 Interchange Improvements Project. The project will involve various improvements along the I-80/SR 65 interchange and is intended to reduce future traffic congestion, improve operations and safety, as well as comply with current Caltrans and local agency design standards. Please see enclosed study area map.

We are seeking information from Native American representatives in the area regarding the existence of sites within the project area. Thank you for your cooperation in this matter. Please do not hesitate to call me if you have any questions or concerns.

Sincerely,

Tina Sorvari
Project Coordinator

Project location map enclosed

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse, Chairman | John L. Williams, Vice Chairman | Brenda Adams, Treasurer | Calvin Moman, Council Member

April 9, 2013

Tina Sorvari
Project Coordinator
ICF Jones & Stokes
630 K Street, Suite 400
Sacramento, CA

Subject: I-80/SR-65 Interchange Improvements Project

Dear Ms. Sorvari,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and ancestral territory spans into El Dorado, Nevada, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction.

In order to ascertain whether or not the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that have been, or will be, completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC would also like the opportunity to have our tribal monitors accompany you during the field survey. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes.

The UAIC's preservation committee has identified cultural resources within your project area and in close proximity, and would like to request a site visit to confirm their locations and meet with you regarding this project. The UAIC's preservation committee would like to set up a meeting and consult about the proposed project. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the aforementioned documents as requested. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

SHINGLE SPRINGS RANCHERIA
P.O. BOX 1340; SHINGLE SPRINGS, CA 95682
(530) 676-8010; FAX (530) 676-3582

April 11, 2013

ICF International
630 K Street, Suite 400
Sacramento, CA 95814

RE: I-80/SR-65 Interchange Improvements Project

Dear Tina Sorvari

Thank you for your letter dated for April 5, 2013 seeking information regarding the proposed I-80/SR-65 Interchange Improvements Project that is located in Roseville. Based on the information provided, the Shingle Springs Band of Miwok Indians not aware of any known cultural resources on this site. However, SSR would like to have continued consultation through updates, as the project progresses this will foster a greater communication between the Tribe and your agency.

SSR would also like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports.

If during the progress of the project new information or human remains are found we would like to be able to go over our process with you that we currently have in place to protect such important and sacred artifacts (especially near rivers and streams).

Please contact the following individuals if such finds are made:

Andrew Godsey, Assistant Cultural Resource Director / NAI
Office: (530) 698-1403 agodsey@ssband.org

And copy all communications to:
Angela Rivera, Administrative Assistant anrivera@ssband.org Office: (530) 698-1557

Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Daniel Fonseca
Cultural Resource Director
Tribal Historic Preservation Officer (THPO)
Most Likely Descendent (MLD)

State Historic Preservation Officer Correspondence and Concurrence

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

July 2, 2015 Reply To: CATRA_2015_0504_001

Kendall Schinke, Chief
Environmental Management, M1 Branch
Caltrans District 3
703 B Street
Marysville, CA 95901

Re: Determinations of Eligibility for the Proposed Interstate 80/State Route 65 Interchange Improvements Project, Placer County, CA

Dear Ms. Schinke:

You are consulting with me about the subject undertaking in accordance with the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

In your letter of May 4, 2015 regarding the above project Caltrans determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- Edwin Purdy House – at the end of Stonehouse Court in Roseville, CA
- Lincoln Highway – the segment between Plumber Way and Galleria Boulevard in Roseville, CA
- First Transcontinental Railroad – segment under SR 65 in Roseville, CA

Caltrans also determined that P-31-1443, a prehistoric midden site, is eligible for the NRHP under Criterion D.

Based on discussions with my staff, on June 30, 2015, Kelly Hobbs e-mailed that Caltrans will assume eligibility for both the segment of the Transcontinental Railroad within the area of potential effect and the Purdy House in accordance with Stipulation VIII.C.4. of the PA.

Pursuant to PRC 5024(f) and 5024.5(a), Caltrans is also requesting concurrence with, and providing notice and summary, of the above findings.

Based on my review of the submitted documentation, I concur with the above determinations.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov.

Sincerely,

Jenan Saunders
Deputy State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-7116
FAX (530) 741-4457
TTY (530) 741-4509
TTY 711
www.dot.ca.gov/dist3

Serious drought
Help save water!

July 28, 2015

Julianne Polanco
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

I-80/SR 65 Interchange Improvements Project
03-PLA-80 and 03-PLA-65
PM 1.5/6.1 and R4.8/R7.3
EA: 03-4E320
CATRA_2015_0504_001

Re: Edwin Purdy House Supplemental Eligibility Discussion -- Section 106 Compliance

Dear Ms. Polanco:

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the Edwin Purdy House, located within the Area of Potential Effects (APE) for the Interstate 80 (I-80)/ State Route 65 (SR 65) Interchange Improvements Project in Placer County. In May of 2015, Caltrans initiated consultation in accordance with the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). At that time, Caltrans submitted a Historic Property Survey Report (HPSR) with attached technical studies that included, among other things, a proposed finding that the Edwin Purdy House is not eligible for listing in the National Register of Historic Places (NRHP). Based on subsequent correspondence between SHPO and Caltrans, and due to project schedule, the two agencies agreed on June 30, 2015, to assume that the Purdy House is eligible for the purposes of the undertaking.

Since that time, the project schedule has shifted, allowing ICF International (ICF), on behalf of Caltans and the Placer County Transportation Planning Agency (PCTPA), to conduct additional research into the Purdy House history, which we believe further supports the original proposed determination that the resource is not eligible for listing in the NRHP. Enclosed for your consideration is a new set of Department of Parks and Recreation recordation forms (523 series) for the Edwin Purdy House (Attachment A).

In summary, the supplemental information in the forms will show consideration of the house as a whole, including the 1928 addition, as a potential historic property under NRHP Criterion C, additional contextual information regarding the transformation of what was once a 240-acre ranch

into a 2.7-acre parcel surrounded by modern development, and a brief discussion of extant stone buildings in the vicinity of the resource. Attachment B to this letter includes photographs of the other stone buildings mentioned in the forms.

Caltrans is transmitting this information as a federal agency, following the provisions of 23 USC 327 and the *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the California Department of Transportation State Assumption of Responsibility for Categorical Exclusions*, which became effective on June 7, 2007, and was renewed on June 7, 2010. Please direct all future correspondence on this project to Caltrans.

Pursuant to Stipulation VIII.C.6 of the PA, and upon consideration of the supplemental information provided with this transmittal, Caltrans is requesting your concurrence that the Edwin Purdy House (at the end of Stonehouse Ct. in Roseville) is **not eligible** for listing in the NRHP either individually or as a contributor to a potential district.

We look forward to receiving your response at your earliest convenience. If the SHPO agrees with the proposed determination, we have provided a signature line below in an effort to expedite this process. If you have any questions about the information provided in this letter or its attachment, please feel free to contact Gail St. John at (530) 741-7116, or Joan Fine, District 3 Architectural Historian, at (916) 274-0579 or joan.fine@dot.ca.gov.

Sincerely,

Gail St. John
Senior Environmental Planner

Attachments
Attachment A: Revised DPR 523 forms
Attachment B: Photographs of stone buildings in Roseville and Rocklin

cc: Kelly Hobbs, Caltrans HQ

I concur with the above determination of eligibility:

for Julianne Polanco
California State Historic Preservation Officer

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

March 22, 2016

Reply in Reference To: CATRA_2015_0504_001

Kendall Schinke, Chief
Department of Transportation
District 3
Environmental Management, S1 Branch
703 B Street
Marysville, CA 95901

Re: Finding of Adverse Effect Transmittal for the Proposed I-80/SR 65 Interchange Improvements Project, Placer County, California

Dear Ms. Schinke:

Thank you for your January 25, 2016 letter in which the California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) on the above referenced undertaking in accordance with the January 2014 *First Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the to the Administration of the Federal-Aid Highway Program in California*. Pursuant to Stipulation X.C.2 of the PA, Caltrans is requesting concurrence on their finding of adverse effect as a result of this undertaking.

Documentation submitted with your letter includes the *Finding of Adverse Effect for I-80/SR65 Interchange Improvements Project, Placer County, California* (Havelaar, Andolina, and Haley 2015). In previous consultation with the SHPO, one historic property (P-31-1443) and one built environment resource (P-31-000964) were identified within the area of potential effects (APE). P-31-1443 is a prehistoric archaeological resource that represents the remains of a seasonal camp with well-developed midden soils. Phase II excavations at the portion of P-31-1443 within the project area of direct impact (ADI) have yielded important information of the prehistory of the Sacramento Valley and Sierra Nevada Foothills region. Given these findings in the context of limited test excavations, it is likely that the site contains additional information. Based on these observations, Caltrans determined that P-31-1443 is eligible for listing on the National Register of Historic Places (NRHP) under Criterion D and the SHPO concurred with this determination on July 2, 2015. P-31-000964 consists of a 300-foot segment of the First Transcontinental Railroad. On July 2, 2015, the SHPO agreed that the 300-foot segment located within the APE will be assumed eligible for listing on the NRHP under Criterion A as a segment of the First Transcontinental Railroad in the United States for the purposes of this undertaking only.

P-31-1443 is located below the SR 65 viaduct. As currently designed, one of the proposed viaduct columns will be placed within P-31-1443 and direct impacts to the site related to column installation would include surface grading, excavation of column footings, and vehicle access. Pursuant to Stipulation X.A of the PA, Caltrans has applied the criteria of adverse effect and has determined that all three of the alternatives would result in the physical destruction of a portion

of P-31-1443 (36 CFR 800.5(a)(2)(i)). **I agree.** Prior to construction, the construction contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the ADI located within the APE extending to 100 feet to either side to restrict access and to help protect the portion of P-31-1443 located outside of the ADI. As required by Caltrans, an ESA action plan (Sorvari 2016) has been prepared and will be implemented prior to construction. The ESA action plan is located in Appendix D of Havelaar, Andolina, and Haley 2015.

The segment of P-31-000964 within the APE is located beneath the SR 65 East Roseville Viaduct. The proposed viaduct columns will be placed outside of the railroad right-of-way, and no overhead work-including the construction and removal of falsework-would encroach on the railroad or the railroad right-of-way. Because the project will not encroach on the railroad or the railroad right-of-way, there will be no direct effects to P-31-000964.

Based on my review of your letter and supporting documentation, **I concur** with your finding of adverse effect as a result of this undertaking.

For the I80/SR65 Interchange Improvement Project, Caltrans has determined that the archaeological property identified in the FOE is exempt from Section 4(f) because it is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place.

Thank you for seeking my comments and considering historic properties as part of your undertaking. I look forward to continuing consultation with Caltrans on the resolution of adverse effects. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

August 22, 2016

Reply in Reference To: CATRA_2015_0504_001

Jill Hupp, Chief
Department of Transportation
Cultural Studies Office
Caltrans HQ DEA
1120 N Street
Sacramento, CA 94274-0001

Re: Memorandum of Agreement for the Interstate 80-State Route 65 Interchange Improvement Project in Placer County, California

Dear Ms. Hupp:

Thank you for forwarding a Memorandum of Agreement for the above referenced undertaking pursuant to Stipulation XI of the January 2014 *First Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the to the Administration of the Federal-Aid Highway Program in California.*

Enclosed please find a copy signed by the State Historic Preservation Officer. To complete the process, forward a copy to the Advisory Council on Historic Preservation for final filing.

If you have questions, please do not hesitate to contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER REGARDING THE I-80/SR 65 INTERCHANGE IMPROVEMENTS PROJECT IN PLACER COUNTY, CALIFORNIA

WHEREAS, pursuant to §23 U.S.C. 327 the Federal Highway Administration (FHWA), has assigned and the California Department of Transportation (Caltrans) has assumed FHWA responsibility for environmental review, consultation, and coordination; and

WHEREAS, Caltrans is deemed to be a federal agency for all federal-aid- highway projects and, in that capacity Caltrans is assigned the role of "agency official." To provide for effective compliance, day-to-day responsibilities and coordination of the Section 106 process are further delegated to the Division of Environmental Analysis (DEA) Cultural Studies Office (CSO) Chief, the appropriate Caltrans District (District) and Caltrans Professionally Qualified Staff (PQS); and

WHEREAS, Caltrans has determined that the construction of the upgrades at the Interstate 80 (I-80) and State Route 65 (SR 65) interchange (Caltrans Expenditure Authorization 4E320) in Rocklin, California (Undertaking) will have an adverse effect on archaeological site P-31-1443 (CA-PLA-1116), which Caltrans has determined in consultation with the California State Historic Preservation Officer (SHPO), to be eligible for inclusion in the National Register of Historic Places (National Register) under Criterion D and is therefore a historic property as defined at 36 CFR §800.16(l)(1); and

WHEREAS, Caltrans has consulted with the SHPO pursuant to Stipulations X.C, and XI of the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA), and, where the Section 106 PA so directs, in accordance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) of 1966 (54 USC Section 470), as amended, regarding the Undertaking's effect on historic properties. Caltrans shall file a copy of this MOA with the Advisory Council on Historic Preservation (ACHP) pursuant to Stipulation X.C.4 of the Section 106 PA.

WHEREAS, Caltrans has thoroughly considered alternatives to the Undertaking, has determined that the statutory and regulatory constraints on the design of the Undertaking preclude the possibility of avoiding adverse effects to P-31-1443 (CA-PLA-1116) during the Undertaking's implementation, and has further determined that it will resolve the adverse effect of the Undertaking on the subject of historic properties through the execution and implementation of this Memorandum of Agreement (MOA); and

WHEREAS, Caltrans has consulted with the United Auburn Indian Community regarding the Undertaking and its adverse effects on the history property, and has invited them to concur in this MOA:

NOW, THEREFORE, Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the Undertaking, Caltrans shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties, and further agrees that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

Caltrans shall ensure that the following stipulations are implemented:

I. AREA OF POTENTIAL EFFECTS

The Undertaking's Area of Potential Effects (APE) is depicted in Appendix A of Attachment A of this MOA, the June 2016 *Archaeological Data Recovery Plan: P-31-1443 For The I80/SR65 Interchange Improvements Project, Placer County, California* (DRP). Attachment A as set forth hereunder may be amended through consultation among the MOA parties without amending the MOA.

II. TREATMENT OF HISTORIC PROPERTIES

A. Caltrans shall ensure that the adverse effects of the Undertaking on archaeological site P-31-1443 (CA-PLA-1116), which is eligible for the National Register under Criterion D, are resolved by implementing and completing the June 2016 DRP. A program of data recovery and public interpretation is presented in the June 2016 DRP to resolve direct effects of the Undertaking.

B. Caltrans shall ensure that an archaeologist trained in human osteology and a Native American monitor will be present for the duration of the data recovery excavation and subsequent construction phase of the project. An Archaeological Monitoring Area (AMA) will be established to ensure the monitors are present during construction activities. The Native American monitor will only monitor when an archaeological monitor is present. Monitoring protocols are in the June 2016 *ESA/Monitoring Action Plan* in Attachment B of this MOA.

C. Caltrans shall ensure protection in place of all portions of P-31-1443 (CA-PLA-1116) outside the Undertaking's area of direct impacts by establishing an Environmentally Sensitive Area (ESA). The ESA shall protect the remainder of the site from any damage during project activities. ESA protocols are in the June 2016 *ESA/Monitoring Action Plan* in Attachment B of this MOA.

D. Any party to this MOA may propose to amend the DRP and such amendment will not require amendment of this MOA. Consultation on DRP amendments will be no longer

than thirty days in duration. In the event that disputes regarding amendments proposed hereunder arise, they shall be addressed through further consultation among the MOA parties, and a reasonable time frame for such consultation shall be established by Caltrans of not less than fifteen days unless agreed upon by the signatories. If the dispute is not resolved within this time frame, Caltrans shall render a final decision regarding the dispute and the MOA parties shall proceed in accordance with the terms of that decision.

E. Caltrans will not authorize the execution of any Undertaking activity in the Undertaking's APE prior to the completion of the fieldwork that the DRP prescribes.

III. REPORTING REQUIREMENTS AND RELATED REVIEWS

A. Within thirty days after Caltrans has determined that all fieldwork required under Stipulation II has been completed, the District will ensure preparation and concurrent distribution to the other MOA parties, for a thirty day review and comment period, a brief letter report that summarizes the field efforts and the preliminary findings that resulted from them. Comments will be shared with SHPO prior to finalization of the letter report. The finalized letter report will then subsequently be distributed to the MOA parties.

B. Within twelve months after the District has determined that all fieldwork required by Stipulations II.A, II.B, and II.C have been completed, the District, in coordination with CSO, will ensure preparation and subsequent concurrent distribution to the other MOA parties, for review and comment, a draft technical report that documents the results of implementing and completing the DRP. The other MOA parties will be afforded forty five days following receipt of the draft technical report to submit any written comments to District and CSO. Failure of these parties to respond within this time frame shall not preclude Caltrans from authorizing revisions to the draft technical report, as Caltrans may deem appropriate. The District will provide the other MOA parties with written documentation indicating whether and how the draft technical report will be modified in accordance with any comments received from the other MOA parties. Unless any MOA party objects to this documentation in writing to the District, or CSO, within thirty days following receipt of the comments, the District, in coordination with CSO, may modify the draft technical report, as Caltrans may deem appropriate. Thereafter, the District may issue the technical report in final form and distribute this document in accordance with paragraph C of this Stipulation.

C. Copies of the final technical report documenting the results of the DRP implementation, monitoring efforts and any other subsequent documentation will be distributed by Caltrans to the other MOA parties and (as applicable) to the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS).

D. In addition to the documentation and reporting described in Stipulation III, Caltrans shall provide the parties to this agreement an annual update. Such update shall include any scheduling changes proposed, any problems encountered, failures to adopt proposed

mitigation measures, and any disputes and objections received in response to the District's efforts to carry out the terms of this MOA. The report will be due no later than December 31, 2016 and continuing throughout the duration of the MOA. At the request of any party to this MOA, or if deemed necessary at least on an annual basis, Caltrans shall ensure that one or more meetings are held to facilitate review and comment, to resolve questions, or to resolve adverse comments.

IV. NATIVE AMERICAN CONSULTATION

A. Caltrans has consulted with 11 interested individuals and tribes from the list provided by the Native American Heritage Commission. A summary of consultation efforts is in the DRP and the complete list is located in Appendix C of the DRP. Caltrans continues to consult with the United Auburn Indian Community regarding the proposed Undertaking and its effects on historic properties and provided copies of the Historic Property Survey Report, Finding of Effect (FOE), draft copies of the DRP, and will provide any subsequent documents for their review and comment. Comments will be forwarded to the SHPO. Caltrans shall ensure that the United Auburn Indian Community receives copies of all draft and final technical documents regardless of whether they decline or choose to participate as a party to this MOA. An updated consultation log is in Attachment C of this MOA.

V. TREATMENT OF HUMAN REMAINS OF NATIVE AMERICAN ORIGIN

A. The MOA parties agree that human remains and related items discovered during the implementation of the terms of this MOA and of the Undertaking will be treated in accordance with the requirements of §7050.5(b) of the California Health and Safety Code. If, pursuant to §7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §5097.98(a)-(d) of the California Public Resources Code. Caltrans shall ensure that, to the extent permitted by applicable law and regulation, the views of the Most Likely Descendent(s) are taken into consideration when decisions are made about the disposition of other Native American materials and records. In the event human remains are discovered, individual roles and responsibilities are outlined in the June 2016 DRP located in Attachment A of this MOA.

VI. DISCOVERIES AND UNANTICPATED EFFECTS

If the District determines during the implementation of the DRP or during construction of the Undertaking, that either the implementation of the DRP or the Undertaking will affect a previously unidentified property that may be eligible for the National Register, or affect a known historic property in an unanticipated manner, Caltrans will address the discovery or unanticipated effect in accordance with Stipulation XV.B of the Section 106 PA. Caltrans, at its discretion, may hereunder assume any discovered property to be eligible for inclusion in the National Register in accordance with 36 CFR §800.13(c).

VII. ADMINISTRATIVE PROVISIONS

A. STANDARDS

1. **Definitions.** The definitions provided at 36 CFR § 800.16 are applicable throughout this MOA.
2. Parties to this agreement are defined as follows:
   a. **Signatory parties** have the sole authority to execute, amend, or terminate the MOA.
   b. **Concurring parties** signing the MOA do so to acknowledge their agreement or concurrence with the MOA, but have no legal authority under the MOA to terminate or amend the MOA. Concurring with the terms of the MOA does not constitute their agreement with the Undertaking.
3. **Professional Qualifications.** District shall ensure that the actions and products required by Stipulations II through VI of this MOA shall be carried out by or under the direct supervision of persons meeting the *Secretary of the Interior's Professional Qualification Standards for Archeology and Historic Preservation (36 CFR Part 61) (PQS)* in the relevant field of study.
4. **Documentation Standards.** Written documentation of activities prescribed by Stipulations II, III, IV, V, and VI of this MOA shall conform to the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716-44740), as well as to applicable standards and guidelines established by the SHPO.
5. **Curation and Curation Standards.** Caltrans shall ensure that, to the extent permitted under § 5097.98 and § 5097.991 of the California Public Resources Code, the material and records resulting from the activities prescribed by this MOA are curated in accordance with 36 CFR §79.

B. CONFIDENTIALITY

The MOA parties acknowledge that the historic property covered by this MOA is subject to the provisions of §304 of the NHPA and §6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are consistent with said sections.

C. RESOLVING OBJECTIONS

1. Should any party to this MOA object at any time in writing to the manner in which the terms of this MOA are implemented, to any action carried out or proposed with respect to implementation of the MOA (other than the Undertaking itself), or to any documentation prepared in accordance with and subject to the terms of this MOA, Caltrans shall immediately notify the other MOA parties of the objection, request their comments on the

objection within fifteen days following receipt of District's notification, and proceed to consult with the objecting party for no more than thirty days to resolve the objection. The District in coordination with CSO will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.

2. If the objection is resolved during the thirty-day consultation period, the District may proceed with the disputed action in accordance with the terms of such resolution.

3. If at the end of the thirty-day consultation period, the District in coordination with CSO determines that the objection cannot be resolved through such consultation, then CSO shall notify MOA parties that it shall forward all documentation relevant to the objection to the ACHP, including Caltrans' proposed response to the objection, with the expectation that the ACHP will, within thirty (30) days after receipt of such documentation:

   a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or
   b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or
   c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR §800.7(c) and proceed to refer the objection and comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR §800.7(c)(4) and Section 110(1) of the NHPA. The objection shall thereby be resolved.

4. Should the ACHP not exercise one of the above options within thirty days after receipt of all pertinent documentation, the District may proceed to implement their proposed response. The objection shall thereby be resolved.

5. The District and CSO shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all actions under this MOA that are not the subject of the objection shall remain unchanged.

6. Caltrans shall immediately notify all MOA parties in writing of the outcome of objections resolved through consultation with the ACHP through sections C.3 and C.4 of this stipulation.

7. At any time during implementation of the measures stipulated in this MOA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this MOA, that signatory party shall immediately notify the District. The District, or CSO, shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to the District during a comment period of not less than fifteen days following

receipt of the notification, unless agreed upon by signatories. The District, in coordination with CSO shall consider the objection, and in reaching its decision, will take all comments from the other signatory parties into account. A copy of all comments will be provided to the SHPO before final decision by District. Within fifteen days following closure of the comment period, Caltrans will render a decision regarding the objection and respond to the objecting party. The District will promptly notify the other signatory parties of its decision in writing, by including a copy of the response to the objecting party. The decisions made by the District in coordination with CSO regarding resolution of the objection will be final. Following issuance of its final decision, the District may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

8. The District, in coordination with CSO, shall provide all parties to this MOA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to section C.6 of this stipulation with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.

9. The District may authorize any action subject to objection under this stipulation to proceed after the objection has been resolved in accordance with the terms of this stipulation.

D. AMENDMENTS

1. Any signatory party to this MOA may propose that this MOA be amended, whereupon all signatory parties shall consult for no more than thirty days to consider such an amendment. The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation VII.E, below.

2. Attachments to this MOA may be amended through consultation as prescribed in Stipulation I or Section D of Stipulation II, as appropriate, without amending the MOA proper.

E. TERMINATION

1. If this MOA is not amended as provided for in Section D of this Stipulation, or if either signatory proposes termination of this MOA for other reasons, the signatory party proposing termination shall, in writing, notify the other MOA parties, explain the reasons for proposing termination, and consult with the other parties for at least thirty days to seek alternatives to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR §800.16(y).

2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with the terms of that agreement.

3. Should such consultation fail, the signatory party proposing termination may terminate this MOA by promptly notifying the other MOA parties in writing. Termination hereunder shall render this MOA without further force or effect.

4. If this MOA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, Caltrans shall comply with the requirements of 36 CFR §800.3-800.6, or request the comments of the ACHP, pursuant to 36 CFR Part 800.

F. DURATION OF THE MOA

1. The duration of this MOA shall be no more than five (5) years following the date of execution by the SHPO and Caltrans, or upon completion of the Undertaking (whichever comes first). If the terms are not satisfactorily fulfilled at that time, Caltrans shall consult with the signatories and concurring parties to extend it or reconsider its terms. Reconsideration may include continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, Caltrans will comply with 36 CFR Part 800 if it determines that the Undertaking will proceed notwithstanding termination of this MOA.

G. EFFECTIVE DATE

This MOA will take effect on the date that it has been executed by the Signatory Parties.

EXECUTION of this MOA by Caltrans and the SHPO, its filing with the ACHP in accordance with 36 CFR §800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR §800.6(c), that this MOA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER REGARDING THE I-80/SR 65 INTERCHANGE IMPROVEMENTS PROJECT IN PLACER COUNTY, CALIFORNIA

SIGNATORY PARTIES:

California Department of Transportation

By Katrina C. Pierce 8/12/16

Katrina C. Pierce, Chief
Division of Environmental Analysis

Date

California State Historic Preservation Officer

By _____ 8/22/16

Julianne Polanco,
State Historic Preservation Officer

Date

MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE I-80/SR 65 INTERCHANGE IMPROVEMENTS PROJECT IN PLACER COUNTY, CALIFORNIA

CONCURRING PARTIES:

California Department of Transportation

By Suzanne Melim for _____ 8-31-16
Amarjeet Benipal, District Director — Date
District 3, Marysville

United Auburn Indian Community

By _____ _____
Gene Whitehouse, Chairperson — Date

Section 4(f) Correspondence and Concurrence

DEPARTMENT OF TRANSPORTATION
DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
PHONE (916) 274-0621
FAX (916) 274-0602
TTY 711
www.dot.ca.gov

Flex your power!
Be energy efficient!

October 29, 2014

Mr. Dominick Casey, Director
City of Roseville Parks, Recreation, and Libraries
311 Vernon St.
Roseville, CA 95678

Subject: Interstate 80/State Route 65 Interchange Improvements Project, Section 4(f) Concurrence Request

Dear Mr. Casey:

The California Department of Transportation (Caltrans), in cooperation with the Placer County Transportation Planning Agency, Placer County, and the Cities of Roseville, Rocklin, and Lincoln, proposes to improve the Interstate 80/State Route 65 (I-80/SR 65) interchange.

The project is subject to state and federal environmental review requirements because the use of federal funds from the Federal Highway Administration is proposed. Accordingly, project documentation is being prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under NEPA and CEQA.

As part of the federal environmental compliance process under NEPA, Caltrans prepares documentation required by Section 4(f) of the U.S. Department of Transportation Act, if necessary. The enclosed attachment was drafted as part of the Section 4(f) documentation prepared for the project and describes the potential project impacts that may occur on Antelope Creek and Miners Ravine Trails during construction. To facilitate widening of the East Roseville Viaduct and SR 65 mainline, one of the new columns would be placed within the paved portion of the trail on the northbound side of the viaduct. To avoid the column, the Antelope Creek Trail would be realigned approximately 20 feet to the southeast, resulting in a temporary occupancy of the trail. Widening the I-80 mainline to accommodate an auxiliary lane and improvements to the Eureka Road off-ramp would require lowering the grade of the Miners Ravine Trail by approximately 6 inches to maintain vertical clearance requirements, requiring a temporary occupancy and detour. Additional detail regarding the potential impacts is provided in the attachment.

Written concurrence from the City of Roseville Parks and Recreation regarding the project's temporary occupancy of the two trails is necessary to meet the requirements of Section 4(f) at 23 CFR 774.13(d). Caltrans has determined that the I-80/SR 65 Interchange Improvement Project would not trigger the provisions of Section 4(f) because it only involves temporary occupancy of Antelope Creek and Miners Ravine Trails. As specified in 23 CFR 774.13(d), temporary occupancy of a property does not constitute use of a Section 4(f) resource when the following conditions are satisfied:

- The duration of the occupancy must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land.

- The scope of work must be minor (i.e., both the nature and magnitude of changes to the Section 4[f] resource are minimal).
- There are no anticipated permanent adverse physical impacts, and there would be no interference with the activities or purpose of the resource, on either a temporary or a permanent basis.
- The land being used must be fully restored (i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project).
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

Please indicate your concurrence with the findings described in the enclosed attachment for the temporary occupancy of the Antelope Creek Trail and Miners Ravine Trail by signing below and returning this letter to Kendall Schinke, Environmental Branch Chief, Department of Transportation, Environmental Planning, 2379 Gateway Oaks Drive, Suite 150, Sacramento, CA 95833.

Dominick Casey, City of Roseville Parks, Recreation, and Libraries Director

If you have any questions or would like to discuss this further, please contact me at (916) 274-0621.

Sincerely,

KENDALL SCHINKE
Senior Environmental Planner, Office of Environmental Management, S1

cc: Luke McNeel-Caird, PCTPA
Chris Benson, CH2M Hill
Claire Bromund, ICF International

Attachments

Attachment 1: Temporary Occupancy of Antelope Creek and Miners Ravine Trails during Construction
Figure 1: Temporary Detour Miners Ravine Trail - Alternatives 2 and 3

CITY OF ROSEVILLE CALIFORNIA
Parks, Recreation & Libraries Department
311 Vernon Street
Roseville, California 95678-2649

November 5, 2014

Kendall Schinke
Department of Transportation – District 3
Office of Environmental Planning
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

Subject: Interstate 80/State Route 65 Interchange Improvements Project, Section 4(f) Concurrence Request

Dear Mr. Schinke:

I have attached the signed letter you mailed to me regarding the Interstate 80/State Route 65 (I-80/SR 65) Improvements Project indicating the City of Roseville's concurrence and support for the project.

We view the improvement to the I-80/SR 65 interchange as one of the most significant transportation improvements that will occur in Roseville, as it is at the crossroads of the two largest transportation corridors in Roseville. Without this project, we believe that the traffic congestion will significantly worsen as our population increases causing more traffic to divert onto Roseville's local streets, which not only adversely impacts traffic flow on our local roads, but also adversely impacts bicycle and pedestrian traffic on our roads as well. Therefore, we acknowledge that we may need to be flexible with respect to the duration of temporary bike trail closures to accommodate construction of the 80/65 interchange project.

In addition, any creek enhancements that may be proposed by Placer County Transportation Planning Agency (PCTPA)as a result of this project would be a great opportunity for collaboration on possible locations for bikeway projects. Our objective is to ensure any proposed enhancement activities do not restrict the ability for future bikeway improvements and we look forward to working with the design team to achieve this goal if the opportunity arises.

We appreciate the opportunity to work with you on this project and look forward ultimately to the improvements to this corridor. Please feel free to contact me should you have any further questions or concerns.

Sincerely,

Dominick Casey
Director

- The scope of work must be minor (i.e., both the nature and magnitude of changes to the Section 4[f] resource are minimal).
- There are no anticipated permanent adverse physical impacts, and there would be no interference with the activities or purpose of the resource, on either a temporary or a permanent basis.
- The land being used must be fully restored (i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project).
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

Please indicate your concurrence with the findings described in the enclosed attachment for the temporary occupancy of the Antelope Creek Trail and Miners Ravine Trail by signing below and returning this letter to Kendall Schinke, Environmental Branch Chief, Department of Transportation, Environmental Planning, 2379 Gateway Oaks Drive, Suite 150, Sacramento, CA 95833.

DOMINICK CASEY, DIRECTOR

Dominick Casey, City of Roseville Parks, Recreation, and Libraries Director

If you have any questions or would like to discuss this further, please contact me at (916) 274-0621.

Sincerely,

KENDALL SCHINKE
Senior Environmental Planner, Office of Environmental Management, S1

cc: Luke McNeel-Caird, PCTPA
Chris Benson, CH2M Hill
Claire Bromund, ICF International

Attachments

Attachment 1: Temporary Occupancy of Antelope Creek and Miners Ravine Trails during Construction
Figure 1: Temporary Detour Miners Ravine Trail - Alternatives 2 and 3

Species Lists

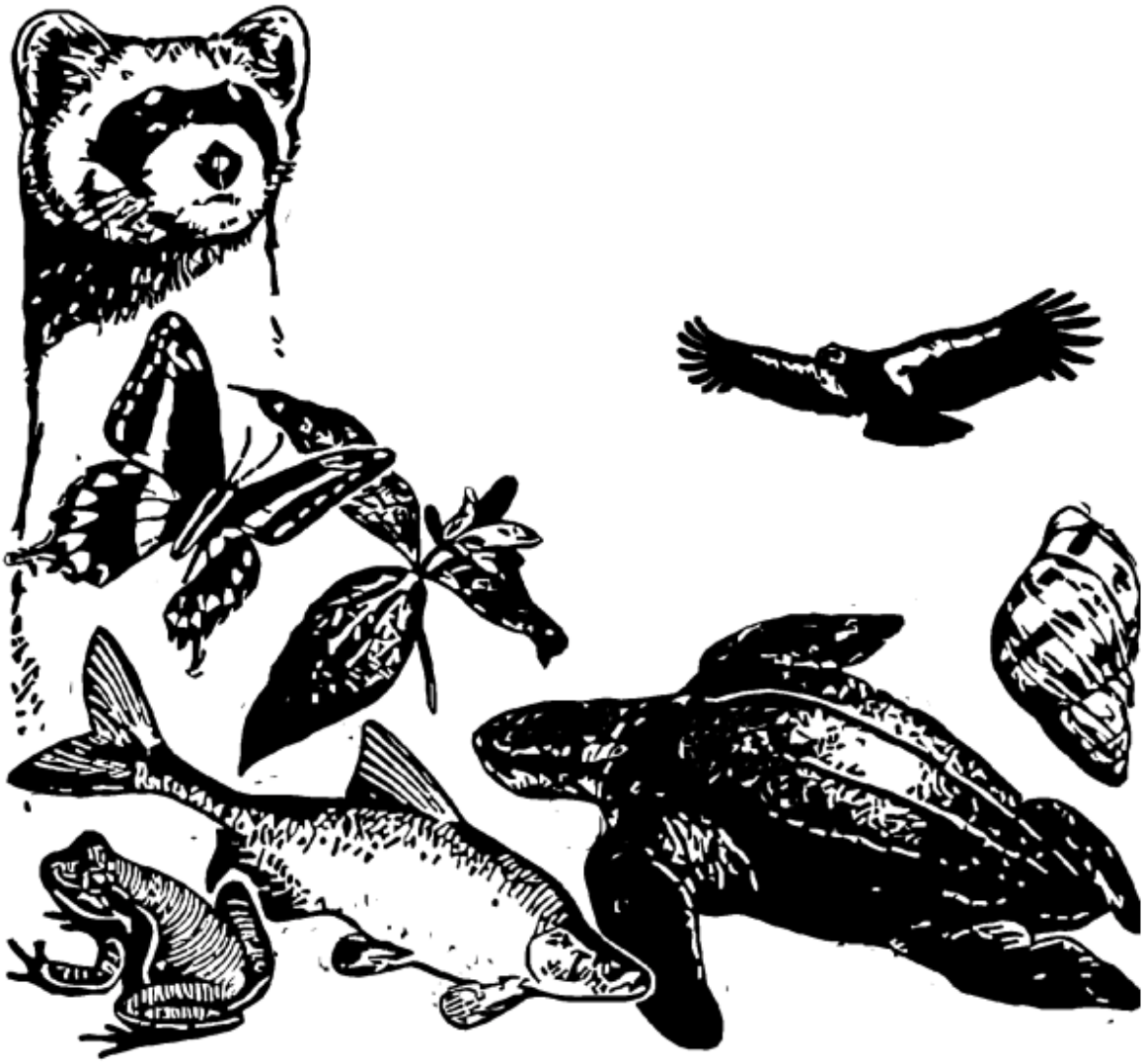
U.S. Fish & Wildlife Service

I-80/SR 65 Interchange Improvements Project

IPaC Trust Resources Report

Generated July 05, 2016 04:49 PM MDT, IPaC v3.0.8

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (https://ecos.fws.gov/ipac/): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

Table of Contents

U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

I-80/SR 65 Interchange Improvements Project

LOCATION

Placer County, California

IPAC LINK

https://ecos.fws.gov/ipac/project/SYNDL-2KXG5-HHDFZ-NPYTL-GOCQYY

U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Amphibians

California Red-legged Frog Rana draytonii — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D02D

Crustaceans

Conservancy Fairy Shrimp Branchinecta conservatio — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03D

Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03G

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K048

Fishes

Delta Smelt Hypomesus transpacificus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070

Steelhead Oncorhynchus (=Salmo) mykiss — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E08D

Insects

Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=I01L

Reptiles

Giant Garter Snake Thamnophis gigas — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C057

Critical Habitats

This location overlaps all or part of the critical habitat for the following species:

Steelhead Oncorhynchus (=Salmo) mykiss

Final designated critical habitat
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E08D#crithab

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

---

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
  http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data
  http://www.birdscanada.org/birdmon/default/datasummaries.jsp

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Black Rail Laterallus jamaicensis — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09A

Burrowing Owl Athene cunicularia — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC

Calliope Hummingbird Stellula calliope — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0K3

Fox Sparrow Passerella iliaca — Bird of conservation concern
Season: Year-round

Lewis's Woodpecker Melanerpes lewis — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ

Loggerhead Shrike Lanius ludovicianus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY

Long-billed Curlew Numenius americanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S

Mountain Plover Charadrius montanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078

Nuttall's Woodpecker Picoides nuttallii — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HT

Oak Titmouse Baeolophus inornatus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MJ

Olive-sided Flycatcher Contopus cooperi — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0AN

Peregrine Falcon Falco peregrinus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU

Short-eared Owl Asio flammeus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD

Snowy Plover Charadrius alexandrinus — Bird of conservation concern
Season: Breeding

Swainson's Hawk Buteo swainsoni — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B070

Tricolored Blackbird Agelaius tricolor — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06P

Western Grebe aechmophorus occidentalis — Bird of conservation concern

Season: Wintering

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA

Williamson's Sapsucker Sphyrapicus thyroideus — Bird of conservation concern

Season: Year-round

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FX

Yellow-billed Magpie Pica nuttalli — Bird of conservation concern

Season: Year-round

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0N8

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

This location overlaps all or part of the following wetlands:

Freshwater Emergent Wetland

PEM1C

Freshwater Forested/shrub Wetland

PFOC

Riverine

R4SBC

A full description for each wetland code can be found at the National Wetlands Inventory website: http://107.20.228.18/decoders/wetlands.aspx

Alcala, Angela

From: Meigs, Jason J@DOT <jason.meigs@dot.ca.gov>
Sent: Thursday, July 07, 2016 3:26 PM
To: California.SpeciesList@noaa.gov
Cc: Alcala, Angela
Subject: NMFS Species Lists 80/65 interchange Roseville and Rocklin Quads

Federal Agency Name: Caltrans / Federal Highways Administration
Federal Agency Address: Caltrans Office of Environmental Management S-1, 2370 Gateway Oaks Drive, Suite 150, Sacaremento CA 95833
Project Name: I-80 / SR-65 Interchange Improvement 03-4e320
Point of Contact: Jason Meigs, Caltrans Associate Environmental Planner – NS; Phone 916-274-0564; e-mail: jason.meigs@dot.ca.gov

Quad Name **Rocklin**
Quad Number **38121-G2**

ESA Anadromous Fish

ESU SONCC Coho (T) -
ESU CCC Coho (E) -
ESU CC Chinook (T) -
ESU CVSR Chinook (T) - **X**
ESU SRWR Chinook (E) -
DPS NC Steelhead (T) -
DPS CCC Steelhead (T) -
DPS SCCC Steelhead (T) -
DPS SC Steelhead (E) -
DPS CCV Steelhead (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

CH SONCC Coho -
CH CCC Coho -
CH CC Chinook -
CH CVSR Chinook -
CH SRWR Chinook -
CH NC Steelhead -
CH CCC Steelhead -
CH SCCC Steelhead -

CH SC Steelhead -
CH CCV Steelhead - X
CH Eulachon -
CH sDPS Green Sturgeon -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

CH Black Abalone -

ESA Sea Turtles

Green Sea Turtle (E) -
Olive Ridley Sea Turtle (E) -
Leatherback Sea Turtle (E) -
Loggerhead Sea Turtle (T) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

EFH Coho -
EFH Chinook - X
EFH Groundfish -
EFH Coastal Pelagics -
EFH Highly Migratory Species -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Roseville**
Quad Number **38121-G3**

ESA Anadromous Fish

ESU SONCC Coho (T) -
ESU CCC Coho (E) -
ESU CC Chinook (T) -
ESU CVSR Chinook (T) - **X**
ESU SRWR Chinook (E) -
DPS NC Steelhead (T) -
DPS CCC Steelhead (T) -
DPS SCCC Steelhead (T) -
DPS SC Steelhead (E) -
DPS CCV Steelhead (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

CH SONCC Coho -
CH CCC Coho -
CH CC Chinook -
CH CVSR Chinook -
CH SRWR Chinook -
CH NC Steelhead -
CH CCC Steelhead -
CH SCCC Steelhead -
CH SC Steelhead -
CH CCV Steelhead - **X**
CH Eulachon -
CH sDPS Green Sturgeon -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

CH Black Abalone -

ESA Sea Turtles

Green Sea Turtle (E) -
Olive Ridley Sea Turtle (E) -
Leatherback Sea Turtle (E) -
Loggerhead Sea Turtle (T) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

EFH Coho -
EFH Chinook - **X**
EFH Groundfish -
EFH Coastal Pelagics -
EFH Highly Migratory Species -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

Interagency Consultation with the Project Level Conformity Group regarding Particulate Matter and Hot Spot Analyses

SACOG

Regional Planning Partnership

Item #4

May 21, 2013

Project Level Conformity Working Group Update

Issue: What actions has the Project Level Conformity Group, a subcommittee of the RPP, taken since September 2011?

Recommendation: None, this is for information only.

Discussion: Using delegated authority from the RPP, the Project Level Conformity Group (PLCG) is tasked with reviewing and taking action on $PM_{2.5}$ and PM_{10} Project of Air Quality Concern (POAQC) determinations and hot spot analyses. Since its formation in September 2011, the PLCG, a subcommittee of the RPP, has evaluated ten projects, determining whether they should be considered POAQCs.

Attachment A lists the projects determined and the actions taken; Attachment B lists the members of the PLCG; and Attachment C is the RPP item from September 2011, establishing the PLCG.

Anyone from the RPP is welcome to join the PLCG. If you would like to join, please contact José Luis Cáceres.

JLC:gg
Attachments

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Gordon Garry, Director of Research and Analysis, (916) 340-6230
Renée DeVere-Oki, Senior Planner, (916) 340-6219
José Luis Cáceres, Associate Planner, (916) 340-6218
Victoria S. Cacciatore, Planning Analyst, (916) 340-6214

Actions Taken by the Project Level Conformity Group, September 2011 to May 2013.

#	Date Circulated	Action Date	Action	ID	Title	Sponsor
1	12/23/2011	1/4/2012	POAQC Approved	CAL20452	SR 113/SR 99 Interchange	Caltrans District 3
2	1/19/2012	1/27/2012	POAQC Approved	PLA25502	Rocklin Rd/Meyers St. Roundabout	City of Rocklin Division of Engineering
3	4/23/2012	5/10/2012	POAQC Approved	SAC24470	White Rock Rd. - Sunrise Blvd. to City Limits	City of Rancho Cordova
4	7/5/2012	7/17/2012	POAQC Approved	PLA25499	Rocklin Rd/Grove St Roundabout	City of Rocklin Division of Engineering
5	8/6/2012	8/13/2012	POAQC Approved	PLA25252	Swetzer Road / King Road Signalization	Town of Loomis Dept of Public Works
6	9/11/2012	9/18/2012	POAQC Approved	SAC16800	Fair Oaks Boulevard Improvements Phase 2	Sacramento County Dept of Transportation
7	12/5/2012	4/23/2013*	POAQC Approved*	PLA25440	I-80/SR 65 Interchange Improvements	Placer County Transportation Planning Agency
8	1/4/2013	2/4/2013	POAQC Approved	PLA20721/PLA25299	Placer Parkway Project	Placer County Dept of Public Works
9	3/21/2013	3/28/2013	POAQC Approved	PLA25520	Oak Street Improvements	City of Roseville Dept of Public Works
10	4/15/2013	4/30/2013	POAQC Approved	PLA25509	Nelson Ln/Markham Ravine Bridge Replacement	City of Lincoln Dept of Public Works

* Action taken by Regional Planning Partnership at its April 23, 2013 Meeting.

From: uke McNeel-Caird <lmcneel-caird@pctpa.net>
Sent: uesday, May 07, 2013 9:28 AM
To: eo.Heuston@CH2M.com; Bromund, Claire; Hatcher, Shannon;
Chris.Benson@CH2M.com; David Stanek
Subject: W: RE: I-80/SR 65 IC Updated POAQC Form

EPA and FHWA have concurred that the I-80/SR 65 interchange project is not a POAQC. Thanks to all of you for your help through this process. Claire, let me know if there is anything else you need for your documentation.
Luke McNeel-Caird, P.E.
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
(530) 823-4033

From: Joseph.Vaughn@dot.gov [mailto:Joseph.Vaughn@dot.gov]
Sent: Tuesday, May 07, 2013 9:21 AM
To: JCaceres@sacog.org
Cc: Luke McNeel-Caird; RDeVere-Oki@sacog.org; vcacciatore@sacog.org; mike_brady@dot.ca.gov; oconnor.karina@epa.gov
Subject: RE: RE: I-80/SR 65 IC Updated POAQC Form

FHWA concurs that this is not a project of air quality concern.

Joseph Vaughn
Air Quality Specialist/MPO Coordinator
FHWA, CA Division
(916) 498-5346

From: Jose Luis Caceres [mailto:JCaceres@sacog.org]
Sent: Monday, May 06, 2013 4:10 PM
To: Vaughn, Joseph (FHWA)
Cc: Luke McNeel-Caird; Renee DeVere-Oki; Victoria Cacciatore
Subject: Fwd: RE: I-80/SR 65 IC Updated POAQC Form

Hi Joseph,

It would be great if I could also get FHWA concurrence so that this project can move forward. I'm leaving on paternity leave Tuesday, so if you contact me after then, please copy Renée DeVere-Oki and Luke McNeel-Caird.

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218

>>> "OConnor, Karina" <OConnor.Karina@epa.gov> 5/6/2013 9:31 AM >>>
In response to your request for a quick turnaround - the revised form looks fine! EPA concurs that this is not a project of air quality concern.

thanks, Kairna

Karina OConnor
EPA, Region 9
Air Planning Office (AIR-2)
(775) 434-8176
oconnor.karina@epa.gov

From: Jose Luis Caceres [JCaceres@sacog.org]
Sent: Thursday, May 02, 2013 3:46 PM
To: Joseph Vaughn; OConnor, Karina
Cc: Luke McNeel-Caird; Victoria Cacciatore
Subject: Fwd: I-80/SR 65 IC Updated POAQC Form
Karina and Joseph,

The RPP approved this project as not a POAQC on the condition that the sponsor revise the POAQC form. Attached is that form. If this is sufficient, then would you please email me your concurrence on the determination that this is not a POAQC?

Thanks,

José Luis Cáceres
Transportation Planner, SACOG
(916) 340-6218

>>> Luke McNeel-Caird <lmcneel-caird@pctpa.net> 5/2/2013 3:36 PM >>>
Hi Jose Luis,
As requested at the SACOG Regional Planning Partnership meeting on April 24th, attached is an updated POAQC form for the I-80/SR 65 interchange project for transmittal to EPA and FHWA for concurrence. Please let me know if you have any questions.
Luke McNeel-Caird, P.E.
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
(530) 823-4033

Project Level Conformity Determination

U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

May 4, 2016

In Reply Refer To:
HDA-CA

Mr. Amarjeet S. Benipal
District Director
California Department of Transportation
District 3
703 B Street
Marysville, CA 95901

Attention: Jason Lee

SUBJECT: Project Level Conformity Determination for the Interstate 80/State Route 65 Interchange Improvement Project (PLA25440)

Dear Mr. Benipal:

On April 20, 2016, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the Interstate 80/State Route 65 Interchange Improvement Project. The project is in an area that is designated Non-Attainment or Maintenance for Ozone and Particulate Matter (PM 2.5).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Sacramento Area Council of Governments' (SACOG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized PM analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Interstate 80/State Route 65 Interchange Improvement Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or by email at Joseph.Vaughn@dot.gov.

Sincerely,

For: Vincent P. Mammano
Division Administrator

Appendix G

Comments Received on Draft EIR/EA

Appendix G Comments Received on Draft EIR/EA

G.1 Organization of Public Comments

Written comments from individuals, organizations and public agencies received regarding the Draft EIR/EA and the proposed project are included in this appendix. Comments were received from the entities listed below.

Table G-1. List of Individuals, Organizations, and Agencies Commenting on the Draft EIR/EA

Commenter	Format of Comment (letter, email, hearing)	Date Comment Received
Roger Smith	Email	8/12/2015
Jerry Peterson	Email	8/19/2015
Irene Smith	Public hearing card	8/26/2015
Bruce FitzGerald	Email	9/16/2015
Dry Creek Conservancy	Email	9/16/2015
Federal Emergency Management Agency	Letter	8/24/2015
Central Valley Regional Water Quality Control Board	Letter	9/9/2015
City of Rocklin	Letter	9/15/2015
City of Roseville	Letter	9/16/2015
Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	Letter	9/17/2015
California Transportation Commission	Letter	10/1/2015

G.2 Responses to Comments

On the following pages are copies of the comment letters and responses to each comment. The comment letters are included in the order shown in Table G-1. Each written comment has one or more numbers inserted in the margin. These numbers correspond to written responses which follow each comment. Note that in some cases responses to comments refer the reader to a response to a different comment or to a section of the EIR/EA.

Roger Smith

From: Roger Smith [rdsmith2009@gmail.com]
Sent: Wednesday, August 12, 2015 7:46 AM
To: Lastufka, Ken G@DOT
Cc: AAAirene
Subject: I-80 / SR65 Interchange Improvements

HI, Ken - As iimprovements are being planned for the I-80 / SR65 Interchange, I want to suggest looking at the inclusion of a new off-ranp from SB SR65 to the Sutter Roseville Hospital, which is very near this interchange. Currently, coming southbound it is very difficult to get to the hospital. A direct off-ramp would be a life-saver! It should have been part of the original design - but never too late. 1
I hope to be at the hearing on August 26.

--
Roger D. Smith
Loomis, CA
(916)652-5685

Responses to Roger Smith

Response to Comment 1

The addition of a southbound off-ramp from SR 65 is outside the scope of the project and does not meet the project's purpose and need. The idea of a southbound off-ramp from SR 65 was discussed during the preliminary analysis and identification of alternatives but because direct access from an interchange for a specific property is not allowed by the Federal Highway Administration (FHWA), the idea was not considered further. From numerous possible configurations, twenty-two design concepts were identified, considered and ranked by a technical working group over multiple sessions using ranking criteria to identify the features that best met the purpose and need of the project while minimizing impacts to the environment. The criteria used are listed in Chapter 1, Section 1.3.5. Using the same ranking criteria, in addition to not being allowed by FHWA, the connection from I-80/SR 65 to the hospital would result in significant environmental impacts from the roadways and structures that would encroach on the Secret Ravine and Open Space areas. After several months of screening, the three alternatives analyzed in the environmental document were determined to be the most appropriate for consideration. More information regarding the screening process and how the alternatives analyzed in the EIR/EA were selected is in Chapter 1, Section 1.3.5.

No revisions to the Draft EIR/EA are necessary.

Jerry Peterson

From: Tanya B [mailto:transamhomes_tanyab@yahoo.com]
Sent: Wednesday, August 19, 2015 2:04 PM
To: Lastufka, Ken G@DOT
Subject: Hwy I-80/SR65 Comments about the impact of the project

Placer County Transportation Planning Agency
Attn: Ken_Lastufka@dot.ca.gov
Re: Hwy I-80/SR65 Comments about the Impact of the project

Dear Mr. Lastufka,

In regards to the Hwy I-80/SR65 proposed improvements, I would like to make the following comments as an owner of two businesses located on Taylor Road, opposing alternative #3. Alternative #3 appears to eliminate all access to I80 from Taylor Road. If this alternate were to be the final choice, most likely it would cause major traffic congestion at the intersections of Taylor Road/E. Roseville Parkway, Taylor Road/Eureka and Rocklin Road/I-80. Even with the widening of the two intersections as described, this alternative design (3) is by far the most undesirable and would have some negative effect on businesses located up and down Taylor Road. 1

The most desirable option would be Alternative, 1 followed by Alternative 2.

Thank you for your consideration.

Sincerely,
Jerry Peterson, Property Owner
Taylor Road Self Storage 3000 Taylor Road Roseville
All American Self Storage 3040/3050 Taylor Road Roseville

transamhomes_tanyab@yahoo.com
Transamerican Homes, Inc., Property Managers
Taylor Road Self Storage
All American Self Storage
American River Self Storage
3040 Taylor Road * Roseville, CA 95678
Tel (916) 782-9111 * Fax (916) 782-9114

Responses to Jerry Peterson

Response to Comment 1

The commenter expresses concern regarding access to Taylor Road under Alternative 3. The comparison of the three alternatives that led to the identification of Alternative 2 as the preferred alternative is presented in Chapter 1, Section 1.3.3. Changes in local access from Taylor Road and negative effects on businesses is identified as a potential result of Alternative 3. The access issues under Alternative 3 is a real concern, while Alternative 2 would maintain the existing access at Taylor Road to I-80. Section 1.3.3 also presents the aspects of Alternative 1 that are unacceptable to FHWA and Caltrans, again leading to the selection of Alternative 2.

No revisions to the Draft EIR/EA are necessary.

Irene Smith

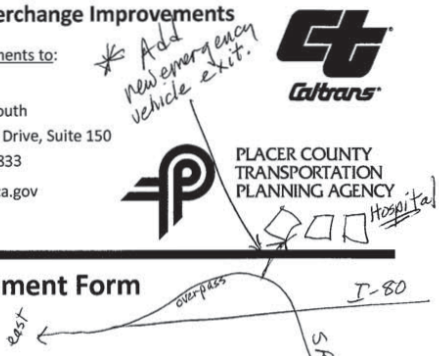
Public Hearing
August 26, 2015, 9:00 a.m.
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue, Auburn, CA

I-80 / SR-65 Interchange Improvements

Mail or e-mail comments to:
Ken Lastufka
Caltrans District 3 South
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833
Ken_lastufka@dot.ca.gov

Caltrans

PLACER COUNTY TRANSPORTATION PLANNING AGENCY



Project Comment Form

Thank you for attending today's public hearing.
If you would like more time to fill out this comment form, you can mail or email it to Caltrans at the address above.
Comments are due by 5:00 p.m. on Wednesday, September 16, 2015.

* Please consider a design revision that would include an emergency vehicle exit from the SR65 loop overpass that merges to eastbound 80. this could connect directly to Sutter Roseville Hospital eliminating difficult merging from 65 to southbound 80 in order to reach Eureka Rd. exit heading toward the Hospital on No. Sunrise Blv. this "weaving" challenge ~~adds~~ adds 10-15 minutes of unnecessary time in critical emergency situations. An exit designed for emergency vehicles only could save lives!

1

Your Contact Information

Please provide us with your contact information so that we may respond to your comments. You can also specify your preferred contact method for our response.

Name Irene Smith & Roger Smith - Please add to stakeholder group notifications.
Affiliation/group Concerned citizens
Address 6755 Wells Ave
City, State, Zip Loomis 95650
Phone 916-652-5685 E-mail N8RLVR2009@gmail.com

Please respond to me by: ☐ E-mail ☐ Postal mail ☐ Phone

☐ YES, I'd also like to receive the latest information about this project. I have included my e-mail address above.

For more information, visit the project website at:
8065interchange.org
If you have questions, please call:
Kendall Schinke (Caltrans) at **(916) 274-0610** or
Luke McNeel-Caird (PCTPA) at **(530) 823-4030.**

Responses to Irene Smith

Response to Comment 1

Please see the response to Roger Smith Comment #1.

Bruce FitzGerald

From: Bruce FitzGerald [mailto:brucefitzgerald11@gmail.com]
Sent: Wednesday, September 16, 2015 2:57 PM
To: Lastufka, Ken G@DOT
Subject: Draft Environmental Impact Report (EIR)/Environmental Assessment (EA)

Dear Mr. Lastufka,

I am writing to comment on the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the I-80/SR 65 Interchange Improvements Project.

I am a property owner in the area. A portion of my parcel (015-162-004) has been identified as a candidate for acquisition in all three Alternatives. 1

My comments relate to Section 2.3 Community Impact and Section 2.6 Visual/Aesthetics:
* Have design alternatives been considered to minimize the impact on the Community?
* Could the interchanges be more modest (both in width and height) to reduce the "take" of property and minimize the visual impact from new flyovers and increased grade level for interchanges? 2
* Given that NEPA's goals include ensuring productive surroundings for all Americans, has the loss of our property including the CalTrans permitted outdoor advertising display been sufficiently considered? Over the years, the retail operations located on our property and promoted via the advertising display have generated significant sales tax revenue for the City of Roseville, Placer County, and the State of California. 3

Sincerely Yours,

Bruce FitzGerald
Managing Member
FitzGerald LLC
email: bruce@fitzgeraldllc.com

Responses to Bruce FitzGerald

Response to Comment 1

Impacts on the community for three build alternatives were considered and analyzed in Section 2.3, *Community Impacts*. It was determined that the three alternatives for the proposed project would not construct any new structures or roadways that would significantly alter community divisions and direct impacts that could affect community character are not likely to occur. Please also see the response to Roger Smith Comment #1 for discussion of the consideration of design alternatives.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 2

The interchange improvements were designed in order to meet the purpose and need of the project (e.g., reduce congestion, increase safety, and comply with current Caltrans and local agency design standards). Please refer to Chapter 1, Section 1.2, *Purpose and Need*, for a detailed description. The height and widths of the various project features, and likewise their on-the-ground footprint, are driven by Caltrans' design standards and the capacity needs identified in the project's *Transportation Analysis Report* (2014). To minimize the footprint of the project as much as possible, over 40 exceptions to Caltrans standards were incorporated into the project design. Reducing the footprint any further would make the project infeasible.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 3

The commenter appears to refer to one of the National Environmental Policy Act's original goals to ensure "safe, healthful, productive, aesthetically and culturally pleasing surrounding" and asks whether the right of way acquisition has been sufficiently identified. The acquisition of property needed for the construction of the project and the impacts associated are disclosed in Section 2.3, *Community Impacts*. None of the proposed alternatives is anticipated to result in significant economic or social impacts, as described in Section 2.3, *Community Impacts*.

No revisions to the Draft EIR/EA are necessary.

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

Ken Lastufka
Caltrans District 3 South, 2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833
Via email Ken_Lastufka@dot.ca.gov

Mr. Lastufka,

Please consider the following comments regarding the Highway 65/I80 Draft EIR.

Thank you,

Gregg Bates
Executive Director
Dry Creek Conservancy

Comments regarding the Highway 65/I80 Draft EIR.

Several alternatives of the interchange project include moving a ramp closer to the riparian area and stream channel of Secret Ravine Creek. We are assuming that alternative 2 will be adopted since it is the only alternative that accomplishes the transportation objectives. Interstate 80 and the existing interchange already encroach on the riparian area. Secret Ravine is a premier natural resource in west Placer County and important habitat in the Dry Creek Watershed. 1

A brief history of state and community attempts to preserve the Secret Ravine Corridor follows:

California Department of Fish and Game memos and speakers from the mid 1960's have stressed its value. Eric Gerstrung addressed the Roseville Planning Commission in 1964 explaining the idea of a greenbelt along creeks. He noted that greenbelts preserve fish and wildlife, provide flood protection, preserve natural beauty and protect water quality. He noted that by providing these values greenbelts save taxpayers and property owners significant amounts of money that are needed to mitigate the impacts of manmade structures that encroach on streams. Mr. Gerstung reported in a memo dated April 14, 1965 that local officials such as Richard Heikka of Placer County, Milton Lovelace of City of Rocklin, and Phil Hollock of City of Roseville were agreeable to the idea of a greenbelt. The Roseville Press Tribune reported on October 15, 1965 that the planning commission approved measures in the City master plan to designate riparian areas as greenbelts. 2

In a letter dated May 19, 1966 to W. L. Warren of the division of Highways Robert Montgomery, Department of Fish and Game regional manager, commented on a proposal to build the proposed route 65 freeway interchange. He mentioned that Secret Ravine Creek was an important salmon spawning area and described conditions for successful spawning. He noted that riparian woodland is in "extremely short supply in California and rapidly being eliminated." He recommended measures to protect the creek and riparian area including using bridges where crossing is necessary, piers rather than fill, setbacks of 200 feet from the north bank, revegetation with native plants, installation of gravel in the event of moving the channel, acquisition of local land for local mitigation measures, and others. In 1967 the Nature Conservancy inquired of DFG about the status of Secret Ravine and was told the City of Roseville would include greenbelts in the master plan being prepared. In a letter dated March 19, 1986 to Jeffrey Loudon of Caltrans Paul Jensen, DFG regional manager, expressed concern regarding a

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

Caltrans parcel in the right of way of the "new Highway 65 overcrossing now being built." He expressed DFG intention to "assure the continued protection and productivity of Secret Ravine Creek."

Today

Almost 50 years after these discussions began Secret Ravine is still a very important community resource as habitat for salmon, steelhead and other wildlife, for water quality and flood mitigation, and for recreation and education. Many of its values have been much diminished by development but it still supports salmon, steelhead, and other wildlife and is a major source of nature in the urban area. Because of the long span of time over which a project like this develops it's difficult for the community to maintain a consistent ongoing voice for the natural values that may be diminished by the project. But to be successful the project must gain support from the community. Also, the project's eventual completion depends on it being able to compete successfully for funding. More and more big public projects are required to collaborate with many interests in the community in order to compete for resources. Projects that provide multiple benefits are preferable to single interest projects. This project would be well served by building enhancement of community values, not just mitigation of impacts, but genuine improvement into its plan.

2 Cont.

General comments to be considered

In that vein we suggest two general principles to be followed in implementing the project.

- Assume that all impacts, no matter how small, are cumulatively part of a larger pattern of degradation due to Highway 65 and I80 as well as other state funded transportation projects that has diminished value of the resource to the community over time. This project is an opportunity to restore its value to the community for a fraction of the cost of the total project. It is important for special interest agencies to be good stewards of all facets of the community and not to accomplish their goals at the expense of other values. This is particularly true for agencies whose mission is to improve the overall standard of the community.

3

- Offsite mitigation does nothing to mitigate the loss to the community of this important resource. Mitigation should be in the area of impact and should be considered in the context of the whole resource as an ecosystem rather than as isolated parts. The project should mitigate its impacts but restore the whole resource as much as possible to its previous value. There are active restoration processes led by Placer County, City of Roseville, and Dry Creek Conservancy that can apply mitigation funds to projects.

4

To that end the EIR should include the following:

(Adapted from Table S-2. Comparison of Alternatives)

Impact **Alternative 2** **Avoidance, Minimization, Mitigation**

Comments inserted in red

2.3—Community Impacts		
Displacement of Residences and Businesses	Right-of-way acquisition of 12.44 acres; strips of open space and commercial land,	None required Comment – removing land from open space is an impact that should be mitigated by acquisition elsewhere.

5

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

	and parking spaces 9 partial and 2 full property takes necessary		5 Cont.
2.6—Visual/Aesthetic			
Temporary Visual Impacts Caused by Construction Activities	Construction equipment and personnel, vegetation removal, would result in adverse visual effects; slightly more vegetation removal on northeast side of I-80	Comment – vegetation removal requires revegetation	6
Permanent Changes in Visual Quality and Character – Open Space	Overall visual quality slightly reduced but would remain moderate-high. Comment – any intrusion of infrastructure into a natural area has high impact	Consider enhancements in other areas of stream corridor	7
2.8—Hydrology and Floodplain			
Increase in Impervious Area	Increased impervious surface area less than Alternative 1 and associated impacts considered minor	None required comment – Impervious area associated with the 80/65 corridors has had large impacts on the riparian corridors. Implement the most stringent bmp's currently required rather than outdated bmps from earlier permits	8
Potential for Increased Scour	Geotechnical analysis at the proposed bridges indicates that soils generally will be resistant to scour	None required comment – there are numerous examples of scour in all local streams resulting from impervious cover and structures in the flooded areas. Bridges should be oriented to the stream flow to minimize scour, not merely placed conveniently for the roadway. If that is not possible mitigation should be done at other locations in the stream corridor.	9
2.9—Water Quality			
Potential Water Quality, Erosion and Sediment Control Issues during Operations	Potential for sediment or pollutants associated with operations to enter waterways	Implement permanent design pollution prevention BMPs comment – install current standards of bmps	10
2.14—Noise and Vibration			
Exposure of Noise Sensitive Land Uses to Increased Traffic Noise	Noise levels would increase as traffic congestion increases	Project proponent will implement the recommendations of the Noise Abatement Decision Report. The report recommends construction of four noise barriers comment – should mitigate to	11

3

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		standards to protect wildlife from noise levels harmful to them, not only human impacts	11 Cont.
2.16—Natural Communities			
Loss or Disturbance of Non-Wetland Riparian Woodland Resulting from Construction	Permanent loss of 0.461 acre; temporary disturbance of 1.039 acres	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for construction employees Retain a biological monitor to conduct visits during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including shaded riverine aquatic (SRA) cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed comment – all mitigation should be done onsite at sites in the same steam corridor	12
Permanent Loss of Oak Woodlands	Permanent loss of 6.141 acres	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for construction employees Retain a biological monitor to conduct visits during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an inlieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) comment – all mitigation	13

4

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		should be done onsite at sites in the same steam corridor
2.17—Wetlands and Other Waters		
Loss or Disturbance of Riparian Forest/Scrub Wetland Resulting from Construction	Permanent loss of 0.004 acre; temporary disturbance of 0.181 acre	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for *construction employees* Retain a biological monitor to conduct visits during construction in sensitive habitats Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank comment – all mitigation should be done onsite at sites in the same steam corridor
Loss or Disturbance of Emergent Wetland Resulting from Construction	Permanent loss of 0.116 acre; temporary disturbance of 0.194 acre	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for construction employees Retain a biological monitor to conduct visits during construction in sensitive habitats Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of

13 Cont.

14

15

5

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank comment – all mitigation should be done onsite at sites in the same steam corridor	15 Cont.
Loss or Disturbance of Seasonal Wetland Resulting from Construction	Permanent loss of 0.115 acre; temporary disturbance of 0.066 acre	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for construction employees Retain a biological monitor to conduct visits during construction in sensitive habitats Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank comment – all mitigation should be done onsite at sites in the same steam corridor	16
Loss of vernal Pool Resulting from Construction	Permanent loss of 0.030 acre	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for construction employees Retain a biological monitor to conduct visits during construction in sensitive habitats Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and	17

6

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank comment – all mitigation should be done onsite at sites in the same steam corridor	17 Cont.
Loss or Disturbance of Perennial Stream Resulting from Construction	Permanent loss of 0.034 acre; temporary disturbance of 0.056 acre	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for construction employees Retain a biological monitor to conduct visits during construction in sensitive habitats Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for placement of permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank comment – all mitigation should be done onsite at sites in the same steam corridor	18
Loss of Intermittent Stream Resulting from Construction	Permanent loss of 0.003 acre	Install fencing around the construction area to protect sensitive biological resources to be avoided Conduct environmental awareness training for construction employees Retain a biological monitor to conduct visits during construction in sensitive habitats Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for placement of	19

7

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank comment – all mitigation should be done onsite at sites in the same steam corridor
2.19—Animal Species		
Potential Loss or Disturbance of Western Spadefoot and/or Loss of Aquatic Breeding Habitat	Permanent loss of 0.119 acre; temporary disturbance of 0.308 acre	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for temporary and permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of permanent fill in Waters of the United States/Waters of the

19 Cont.

20

8

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		State through the purchase of compensatory credits at a USACE-approved mitigation bank Provide escape ramps f comment – all mitigation should be done onsite at sites in the same steam corridor
Potential Loss or Disturbance of Western Spadefoot and/or Loss of Upland Habitat	Permanent loss of 0.085 acre; temporary disturbance of 3.901 acres	Install fencing and/or flagging to protect sensitive biological resources *Conduct mandatory environmental* awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for temporary and permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank

20 Cont.

21

9

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		Provide escape ramps for wildlife and inspect pits and trenches daily comment – all mitigation should be done onsite at sites in the same steam corridor
Potential Loss or Disturbance of Pacific Pond Turtle and/or Loss of Aquatic Habitat	Permanent loss of 0.034 acre; temporary disturbance of 0.056 acre	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness *training for construction personnel* Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for temporary and permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of permanent fill in Waters of the United States/Waters of the State through the purchase of compensatory credits at a USACE-approved mitigation bank Provide escape ramps for wildlife

21 Cont.

22

10

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		and inspect pits and trenches daily Conduct a Pre-Construction Survey for Pacific Pond Turtle and Exclude Turtles from Work Area comment – all mitigation should be done onsite at sites in the same steam corridor	22 Cont.
Potential Loss or Disturbance of Pacific Pond Turtle and/or Loss of Upland Habitat	Permanent loss of 5.383 acres; temporary disturbance of 8.643 acres	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for temporary and permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Compensate for placement of permanent fill in Waters of the United States/Waters of the State through the purchase of	23

11

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		compensatory credits at a USACE-approved mitigation bank Provide escape ramps for wildlife and inspect pits and trenches daily Conduct a Pre- Construction Survey for Pacific Pond Turtle and Exclude Turtles from Work Area comment – all mitigation should be done onsite at sites in the same steam corridor	23 Cont.
Potential Loss or Disturbance of Burrowing Owl and/or Loss of Nesting and Foraging Habitat	Permanent loss of 0.085 acre; temporary disturbance of 2.399 acres	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Conduct pre-construction surveys for burrowing owl and establish exclusion zones, if necessary comment – all mitigation should be done onsite at sites in the same steam corridor	24
Potential Loss or Disturbance of White-Tailed Kite and/or Loss of Nesting and Foraging Habitat	Permanent loss of 5.383 acres; temporary disturbance of 4.742 acres	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible,	25

12

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and Other Waters through implementation of BMPs and SWPPP Conduct vegetation removal during the nonbreeding season and conduct pre-construction surveys for nesting migratory birds and raptors comment – all mitigation should be done onsite at sites in the same steam corridor	25 Cont.
Potential Loss or Disturbance of Northern Harrier and/or Loss of Nesting and Foraging Habitat	Permanent loss of 0.201 acre; temporary disturbance of 2.593 acres	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Conduct Vegetation Removal during the Non-Breeding Season and Conduct Pre-Construction Surveys for Nesting Migratory Birds and Raptors comment – all mitigation should be done onsite at sites in the same steam corridor	26

13

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

Disturbance of Active Purple Martin or Other Bridge-Nesting Migratory Bird Nest Due to Removal/Modification of Bridge Structures	New overpass and bridge structures would replace nesting substrate lost due to structure removal	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Remove or modify existing structures during the non-breeding season for purple martin and other structure-nesting migratory birds or implement exclusion measures to deter nesting comment – all mitigation should be done onsite at sites in the same steam corridor	27
Potential Loss or Disturbance of Roosting Bats Due to Tree removal/Trimming or Bridge Structure Removal or Modification	Mortality of treeroosting or structureroosting bats during the maternity season or hibernation period that results from tree removal/trimming; I-80 bridge structure would not be modified	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and	28

14

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for temporary and permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Conduct pre-construction surveys for roosting bats, identify and implement appropriate avoidance and protection measures comment – all mitigation should be done onsite at sites in the same steam corridor	28 Cont.
Potential Disturbance of Central Valley fall-/late fall–run Chinook Salmon and their Habitat	Impairment of water quality, disturbance or direct injury and mortality of fish, and temporary loss of habitat due to construction	Prepare and implement SWPPP and BMPs Prevent contaminants and hazardous materials from entering creek Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Minimize Impacts on SRA cover through increase in overwater structure Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings	29

15

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Limit all in-channel construction activities to the June 15 to October 15 period comment – all mitigation should be done onsite at sites in the same steam corridor	29 Cont.
Potential Loss of Central Valley fall-/late fall–run Chinook Salmon and their Habitat	Permanent loss of vegetative cover and potentially undercut banks, reducing habitat complexity	Prepare and implement SWPPP and BMPs Prevent contaminants and hazardous materials from entering creek Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Minimize Impacts on SRA cover through increase in overwater structure Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project	30

16

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Limit all in-channel construction activities to the June 15 to October 15 period comment – all mitigation should be done onsite at sites in the same steam corridor	30 Cont.
Potential for Direct and Indirect Impacts on Valley Elderberry Longhorn Beetle (VELB	Construction impacts on elderberry shrub(s) that could contain VELB larvae or adults; direct adverse effect on 2 shrubs indirect adverse effect to 3 shrubs	BA will be prepared as part of federal Endangered Species Act (FESA) Section 7 consultation between Caltrans and USFWS to address project impacts on VELB Install Fencing and/or Flagging to Protect Sensitive Biological Resources Conduct Mandatory Environmental Awareness Training for Construction Personnel Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats Establish a Minimum 20-Foot-Wide Buffer around the Elderberry Shrub Transplant Elderberry Shrubs That Cannot Be Avoided or Implement Dust Control Measures during Construction Compensate for Direct Effects on VELB Habitat by purchasing mitigation credits at a USFWS-approved mitigation bank, or an onsite or offsite conservation area depending on USFWS consultation comment – all mitigation should be done onsite at sites in the same steam corridor	31
Potential for Loss or Disturbance of Vernal Pool Fairy Shrimp (VPFS	Permanent or temporary fill or excavation of vernal	A BA will be prepared as part of FESA Section 7 consultation between Caltrans and	32

17

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

	pools could adversely affect fairy shrimp	USFWS to address project impacts on VPFS Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Avoid and minimize potential indirect impacts on VPFS habitat by avoiding ground disturbance within 250 feet of suitable vernal pool fairy shrimp habitat (i.e., vernal pools) from the first day of the first significant rain (1 inch or greater) until June 1; the use of exclusion fencing; and limiting herbicide use within 100 feet of aquatic habitat Compensate for direct and indirect impacts on VPFS habitat by purchasing mitigation credits at a USFWS-approved mitigation bank or establish a conservation easement on a parcel(s) containing a sufficient amount of existing and restored vernal pool fairy shrimp habitat and adaptively manage the mitigation lands consistent with the most current information on vernal pool fairy shrimp habitat requirements comment – all mitigation should be done onsite at sites in the same steam corridor	32 Cont.
Potential for Loss or Disturbance of Swainson's Hawk and Nesting and Foraging Habitat	Permanent loss 5.383 acres; temporary loss of 4.742 acres	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct	33

18

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		monitoring during construction in sensitive habitats Conduct vegetation removal during the nonbreeding season and conduct pre-construction surveys for nesting migratory birds and raptors	33 Cont.
Potential for Loss or Disturbance of Tricolored Blackbird Nesting and Foraging Habitat	Permanent loss 0.205 acres; temporary loss of 2.774 acres	Install fencing and/or flagging to protect sensitive biological resources Conduct mandatory environmental awareness training for construction personnel Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed comment – all mitigation should be done onsite at sites in the same steam corridor	34
Potential Loss or Disturbance of Central Valley Steelhead and their Habitat	Adverse effects related to disturbance and direct injury, increased turbidity and sedimentation, potential discharges of contaminants, temporary and permanent loss of SRA cover, and changes to channel morphology and hydraulics	Prepare and Implement SWPPP and BMPs Prevent contaminants and hazardous materials from entering creek by implementation of SWPPP and BMPs Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Minimize impacts on SRA cover through increase in overwater structure Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). Replacement plantings may be	35

19

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Limit all in-channel construction activities to the June 15 to October 15 period Prevent temporary lighting from directly radiating on water surfaces of Antelope Creek, Miners Ravine, and Secret Ravine during nighttime construction comment – all mitigation should be done onsite at sites in the same steam corridor	35 Cont.
Potential Loss of Essential Fish Habitat for Fall-Run Chinook Salmon	Sedimentation and turbidity, hazardous materials and contaminants could lead to temporary and permanent loss of SRA cover	Prepare and Implement SWPPP and BMPs Prevent contaminants and hazardous materials from entering creek by implementation of SWPPP and BMPs Retain a qualified biologist to conduct monitoring during construction in sensitive habitats Minimize impacts on SRA cover through increase in overwater structure Compensate for temporary and permanent loss of non-wetland riparian vegetation, including SRA cover through either mitigation bank credit purchase or onsite/offsite restoration in the Dry Creek Watershed Compensate for permanent loss of oak woodlands at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently	36

20

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		affected). Replacement plantings may be planted onsite and/or at offsite locations. If onsite replacement is not feasible, the project proponent will pay an in-lieu fee to the appropriate jurisdiction (i.e., the City of Roseville or the City of Rocklin) Protect water quality and minimize sedimentation runoff in wetlands and other waters through implementation of BMPs and SWPPP Compensate for temporary and permanent impacts on wetlands through the purchase of mitigation bank credits Limit all in-channel construction activities to the June 15 to October 15 period Prevent temporary lighting from directly radiating on water surfaces of Antelope Creek, Miners Ravine, and Secret Ravine during nighttime construction comment – all mitigation should be done onsite at sites in the same steam corridor	36 Cont.
Potential Introduction and Spread of Invasive Plant Species Resulting from Construction	Construction activities have the potential to spread invasive plant species	Two or more BMPs listed below will be written into the construction specifications and implemented during project construction to avoid and minimize the spread of invasive plant species. • Retain all fill material onsite • Use a weed-free source for project materials • Prevent invasive plant contamination of project materials during transport and when stockpiling • Use sterile wheatgrass seed and native plant stock during revegetation. • Revegetate and/or mulch disturbed soils within 30 days of completion of grounddisturbing activities to reduce the likelihood of invasive plant establishment. Restore disturbed areas using native	37

21

Dry Creek Conservancy

Comments for Highway 65/I80 Draft EIR

		species comment – all mitigation should be done onsite at sites in the same steam corridor

37 Cont.

Responses to Dry Creek Conservancy

Response to Comment 1

The commenter correctly surmises that Alternative 2 is the preferred alternative and notes the importance of Secret Ravine and surrounding habitat. Potential impacts to the riparian area and stream channel of Secret Ravine are disclosed in Section 2.16.3, *Environmental Consequences*. Mitigation for loss or disturbance of riparian forest is described in Section 2.17. Through coordination with National Marine Fisheries Service (NMFS), and field visits with NMFS's biologist, project engineers and project biologists, the design of Alternative 2 was refined prior to the release of the Draft EIR/EA to allow for construction with the least amount of effect on the area around Secret Ravine. The proposed project uses design options and construction techniques to avoid and minimize related impacts on steelhead and steelhead habitat. For example, impact pile driving would not be used as a construction method in or immediately adjacent to Antelope Creek, Miners Ravine, or Secret Ravine, thereby avoiding related noise impacts and the need for rescuing and relocating fish from affected habitats. In addition, design options using an outrigger concept for columns and/or shifting of the bent spacing are proposed for stream crossings to avoid placement of columns below the ordinary high water mark of Secret Ravine, thereby avoiding direct permanent impacts on the channel. Direct impacts on the wetted channels also would be avoided during construction by using temporary platforms that span the channel above the ordinary high water mark to support temporary falsework while the elevated structures are being constructed adjacent to or over the channels. The only exception is on Antelope Creek where in-water work would occur to construct two bridge columns associated with widening of the East Roseville Viaduct on SR 65; however, this work would be limited to the summer low flow period (June 15–October 15) and would occur within steel casings that would be installed temporarily to isolate the in-water work area from flowing or standing water.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 2

This comment details the history of correspondence and local actions that are cited as evidence that the Secret Ravine area and Dry Creek Watershed are valuable resources. The commenter notes that involving the public and community values would go further than simply implementing mitigation measures. Chapter 4, *Comments and Coordination*, details coordination and outreach efforts with federal, state, and local agencies and the public. The outreach included a Public Scoping meeting held on January 15, 2013, as well as public workshops and focused meeting with project stakeholders. The purpose of the meetings held was to describe the project, define the environmental issues and alternatives to be examined in the Draft EIR/EA, and hear concerns.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 3

Cumulative impacts were analyzed in Section 2.22. As stated in Section 2.22, “cumulative impacts can result from individually minor but collectively substantial impacts taking place over

a period of time" and the analysis takes this into account. Along with the proposed project, existing, ongoing, and other proposed projects that are contributing to significant cumulative effects were included in the analysis. The commenter's statements regarding special interest agencies is noted.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 4

As stated in Section 2.20, project impacts and mitigation measures were assessed under the Endangered Species Act. The following steps are used to make these assessments. The first consideration is to avoid impacts if possible, then minimize impacts, then implement on-site compensation, and, only after those considerations are considered infeasible is off-site compensation considered. Mitigation will be coordinated with the City of Roseville, City of Rocklin, and County of Placer, and the project will comply with the mitigation in the EIR/EA as well as the regulatory requirements of resource agencies and other agencies with jurisdiction over the project, including NMFS, U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 5

The project does include acquisition of some strips of undeveloped open space land within the City of Roseville. Mitigation for the permanent and temporary loss of open space, including the potential acquisition of land elsewhere, will be finalized through coordination with the City of Roseville Open Space manager and environmental coordinator, and USFWS as needed.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 6

Areas of vegetation disturbed during construction will be revegetated. The Caltrans project landscape architect will review project designs to ensure that revegetation is included as part of the project landscaping plan. Please see page 2.6-26 of Section 2.6, *Visual/Aesthetics*, where it is confirmed that, "Vegetation will be planted within the first 6 months following project completion at any given location."

No revisions to the Draft EIR/EA are necessary.

Response to Comment 7

The EIR/EA acknowledges that the permanent built changes would result in adverse visual effects on open space areas for all build alternatives. In addition to the mitigation identified to reduce the visual impact, as part of the mitigation necessary for effects on biological resources, both onsite and offsite compensatory mitigation, including onsite and offsite planting of trees and

other vegetation, would occur. Also see responses to Dry Creek Conservancy Comments #4 and #12.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 8

It is Caltrans policy to implement the most current best management practices (BMPs) according to the Caltrans *Standard Specifications and Plans* (2015). The project will obtain the Statewide NPDES Permit (Order No. 2012-0011-DWQ). Compliance with this permit requires implementation of BMPs that achieve the performance standards of best available technology economically achievable/best conventional pollutant control technology to reduce or eliminate storm water pollution. Proposed treatment BMPs include the following (also stated in Section 2.9.4).

- Biofiltration Systems
- Infiltration Devices
- Detention Devices
- Dry Weather Flow Diversion
- Gross Solids Removal Devices (GSRDs)
- Media Filters
- Multi-Chamber Treatment Train
- Wet Basins

The specific type of BMPs will be chosen once more detailed information is obtained during the design phase, such as soil infiltration rates obtained from site specific soil borings.

Also, please refer to the response to the City of Rocklin Comment #3.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 9

The proposed new bridge and roadway alignment locations were selected to minimize the overall footprint of the project while meeting Caltrans design standards. Widening of existing bridges is governed by existing conditions and needs to meet structural requirements. In addition, scour analyses were conducted to estimate potential scour depths and the need for rock slope protection at the banks of the bridges was evaluated as an erosion countermeasure to address the increase in velocity upstream of the bridges. These analyses are included in the *Bridge Design and Location Hydraulic Study Report*[1] and summarized in Section 2.8. A copy of the *Bridge Design and Location Hydraulic Study Report* is available at http://8065interchange.org/?page_id=34.

1 WRECO. 2015. Bridge Design and Location Hydraulic Study Report. Prepared for Placer County Transportation Planning Agency and CH2M HILL. Sacramento, CA. January.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 10

Please see response to the Dry Creek Conservancy Comment #8.

Response to Comment 11

Noise impacts to wildlife (including birds, bats, and fish) are discussed in Section 2.19.3.1. Mitigation to avoid and minimize noise effects during construction is provided in Section 2.19.4. Noise associated with implementation of the project is not expected to result in a substantial increase from existing conditions and therefore no additional noise effects on wildlife are anticipated.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 12

When compensatory mitigation is required, it will be implemented onsite as much as possible as determined by coordination with the City of Roseville, City of Rocklin, County of Placer, and resource agencies. When onsite mitigation is not possible, offsite mitigation in the same watershed will be implemented when feasible or mitigation credits will be purchased. Mitigation will follow the requirements of the resource agencies.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 13

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 14

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 15

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 16

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 17

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 18

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 19

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 20

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 21

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 22

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 23

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 24

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 25

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 26

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 27

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 28

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 29

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 30

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 31

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 32

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 33

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 34

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 35

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 36

Please see the response to the Dry Creek Conservancy Comment #12.

Response to Comment 37

Mitigation that would be implemented on site to avoid and reduce the spread of invasive plants is described in Section 2.21, *Invasive Species*.

No revisions to the Draft EIR/EA are necessary.

Federal Emergency Management Agency

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

August 24, 2015

Ken Lastufka
Caltrans District 3 South
2379 Gateway Oaks Drive, Suite 150
Sacramento, California 95833

Dear Mr. Lastufka:

This is in response to your request for comments on the Public Notice for Interstate 80/State Route 65 Interchange Improvements project and Public Notice of Availability, Draft Environmental Impact Report/Environmental Assessment project.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Placer (Community Number 060239) and the Cities of Rocklin (Community Number 060242), Roseville (Community Number 060243), and Lincoln (Community Number 060241), Maps revised on various dates. Please note that the Cities of Rocklin, Roseville, and Lincoln, Placer County, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65. 1

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map. 2

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways. 3

www.fema.gov

Federal Emergency Management Agency

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm. 4

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Rocklin floodplain manager can be reached by calling Larry Wing, City Engineer. The Roseville floodplain manager can be reached by calling Carl Walker, Senior Engineer, at (916) 746-1349. The Lincoln floodplain manager can be reached by calling Tony C. Rivers, Associate Civil Engineer, at (916) 434-2450. The Placer County floodplain manager can be reached by calling Mary Keller, Floodplain Manager, at (530) 745-7503. 5

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7057.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Larry Wing, City Engineer, City of Rocklin
Carl Walker, Senior Engineer, City of Roseville
Tony C. Rivers, Associate Civil Engineer, City of Lincoln
Mary Keller, Floodplain Manager, Placer County
Ray Lee, WREA, State of California, Department of Water Resources, North Central Region Office
Michael Hornick, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

www.fema.gov

Responses to Federal Emergency Management Agency

Response to Comment 1

The *Bridge Design and Location Hydraulic Study Report*[2] prepared for the proposed project refers to the latest Federal Emergency Management Agency Flood Insurance Rate Maps.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 2

Buildings are not proposed as a part of the project.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 3

The project's *Bridge Design and Location Hydraulic Study Report*[2] evaluated potential impacts to base flood elevation. Discussion is included in Section 2.8.3. The results indicated that water surface elevation would increase minimally (less than 0.1 feet) and that these changes are considered minor. No changes to the base flood elevation were needed. A copy of the *Bridge Design and Location Hydraulic Study Report* is available at http://8065interchange.org/?page_id=34.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 4

Please see the response to Federal Emergency Management Agency Comment #3.

Response to Comment 5

Local floodplain managers will be consulted as part of the permitting process with the Central Valley Flood Protection Board.

No revisions to the Draft EIR/EA are necessary.

2 WRECO. 2015. Bridge Design and Location Hydraulic Study Report. Prepared for Placer County Transportation Planning Agency and CH2M HILL. Sacramento, CA. January.

Central Valley Regional Water Quality Control Board

California Water Boards

Edmund G. Brown Jr.
Governor

Matthew Rodriquez
Secretary for
Environmental Protection

Central Valley Regional Water Quality Control Board

9 September 2015

Kendall Schinke
California Department of Transportation
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

CERTIFIED MAIL
7014 1200 0000 7154 3991

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, I-80/SR 65 INTERCHANGE IMPROVEMENTS PROJECT, SCH# 2013012003, PLACER COUNTY

Pursuant to the State Clearinghouse's 3 August 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the I-80/SR 65 Interchange Improvements Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38. 1

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

Karl E. Longley ScD, P.E., chair | Pamela C. Creedon P.E., BCEE, Executive Officer
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

1 Cont.

II. Permitting Requirements

Construction Storm Water General Permit
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

2

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

3

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Central Valley Regional Water Quality Control Board

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

3 Cont.

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

4

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

5

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

6

Waste Discharge Requirements – Discharges to Waters of the State
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

7

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml. 7 Cont.

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

8

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

9

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

9 Cont.

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Responses to Central Valley Regional Water Quality Control Board

Response to Comment 1

Please see Section 2.9.1 for the pertinent regulatory and Basin Plan information. No revisions to the Draft EIR/EA are necessary.

Response to Comment 2

As discussed in Section 2.9.3.1, all of the Build Alternatives would disturb more than 1 acre of ground. Section 2.9.4 includes the measure *Water Quality Protection During Construction* and discusses obtaining an NPDES General Construction Permit. The project will comply with all requirements of the Construction General Permit (Order No. 2009-0009-DWQ).

No revisions to the Draft EIR/EA are necessary.

Response to Comment 3

The project will comply with requirements of Caltrans' MS4 Permit as discussed in Section 2.9.1.2 and Section 2.9.4. No revisions to the Draft EIR/EA are necessary.

Response to Comment 4

The project does not include industrial sites. No revisions to the Draft EIR/EA are necessary.

Response to Comment 5

All Build Alternatives would require a Section 404 Permit. The permit is listed in Chapter 1, Table 1-7, Permits and Approvals Needed.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 6

All Build Alternatives would require a Section 401 Permit. The permit is listed Chapter 1, Table 1-7, Permits and Approvals Needed.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 7

There are U.S. Army Corps of Engineers (USACE) jurisdictional waters in the proposed project area. A preliminary jurisdictional determination of wetlands and other waters of the U.S. was verified by the USACE on November 13, 2015.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 8

The project does not include commercially irrigated agriculture.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 9

As discussed in Section 2.9.3.1, all the Build Alternatives may require dewatering. It is possible that coverage under General Order R5-2013-0074 is needed for the project. Table 1-7, *Permits and Approvals Needed* is revised to include coverage under General Order R5-2013-0074.

City of Rocklin

ROCKLIN
CALIFORNIA

September 15, 2015

Ken Lastufka
Caltrans District 3 South
2379 Gateway Oaks Drive, Ste. 150
Sacramento, CA 95833

SUBJECT: Interstate 80/State Route 65 Interchange Improvements Project Draft Environmental Impact Report (EIR)/Environmental Assessment (EA)

Dear Ken:

Thank you for the opportunity to review the Interstate 80/State Route 65 Interchange Improvements Project Draft EIR/EA. Based on the project description provided in the Draft EIR/EA, the three build alternatives under consideration would add capacity, a bi-directional high-occupancy vehicle (HOV) system, and high-speed connector ramps. Local and regional circulation and access would be improved, as would vehicle lane-weaving conditions along I-80 between Eureka Road/Atlantic Street and Taylor Road and along SR 65 between the I-80/SR 65 interchange and Galleria Boulevard/Stanford Ranch Road. Other improvements would include widening the East Roseville Viaduct, replacing the Taylor Road overcrossings, and realigning the existing eastbound I-80 to northbound SR 65 loop connector.

Alternative 2 of the three build alternatives would provide eastbound access to Taylor Road at the Atlantic Street/Eureka Road interchange via Collector-Distributor (C-D) System Ramps and would restrict local traffic from leaving or entering I-80 mainline until after the critical weave area between Eureka Road and the I-80/SR 65 interchange. The two existing Taylor Road interchange ramps would remain open in their current location but would be reconfigured to accommodate the surrounding improvements.

The City of Rocklin has completed its review and would like to offer the following comments:

1. The City supports the selection of Build Alternative 2 as the preferred alternative because it allows the two existing Taylor Road interchange ramps to remain open; keeping these ramps open has important transportation/circulation and economic growth benefits to the City. 1

2. Traffic – Taylor Road currently experiences high volumes of traffic during commute hours which creates access difficulties for businesses and uses on the south side of Taylor Road. Patrons of those businesses desiring to go southbound on Taylor to I-80 or Roseville Parkway often cannot find sufficient gaps in traffic to make a left-turn and as a result make a right turn and travel northbound on Taylor and then seek an opportunity for a U-turn movement, with the first available legal and signalized U-turn location being at the intersection of Pacific Street and Farron Street in Rocklin (at a distance of over 1.5 miles from the Taylor Road/I-80 off ramp). 2

In anticipation of increased traffic on Taylor Road as a result of the I-80/SR 65 Interchange Improvements project and as a result of future anticipated regional growth, the access difficulties described above will become exacerbated. The anticipated future widening of Taylor Road including the provision of a center two-

CITY OF ROCKLIN Public Services Department
4081 Alvis Ct. Rocklin, CA 95677 | rocklin.ca.us
P. 916.625.5500 | F. 916.625.5501 | TTY. 916.632.4013

City of Rocklin

way-left-turn lane may help to alleviate some of the access difficulties but is not considered to be a good long-term solution.

It is the City's belief that a more viable and practical short- and long-term solution would be the installation of a traffic signal along Taylor Road closer to the project site that would allow for U-turn movements, and that such an improvement should be examined and installed as a part of the I-80/SR 65 Interchange Improvements project given the anticipated traffic volume increases on Taylor Road as a result of the project. 2 Cont.

3. Hydrology/Floodplain – It is noted that Alternative 2 would create 28 acres of added impervious surface yet it is concluded that impacts from added impervious surfaces are considered minor given the large sizes of the total hydrologic unit area and sub-watersheds where the project is located, and no avoidance, minimization and/or mitigation measures are identified. The discussion of onsite drainage systems states that drainage flows would be routed to and from permanent storm water BMPs in order to reduce storm water velocity to no greater than existing conditions, but it is unclear if the project will incorporate post-construction storm water treatment controls and Low Impact Development practices as believed to be required by Caltrans' NPDES permit. Consideration should be given to the harvesting and re-use of storm water, potentially for landscape irrigation purposes. 3

4. Noise – the City supports the installation of noise barriers C and D which would provide additional noise attenuation from I-80 freeway noise beyond what exists now for Rocklin residents located south and north of the freeway, respectively. The City requests the opportunity to provide input on the design and style of proposed noise barriers C and D at the appropriate time. 4

If there are any questions regarding these comments, please contact me at (916) 625-5162.

Sincerely,

David Mohlenbrok
Environmental Services Manager

cc: Rick Horst, City Manager
City Councilmembers
Marc Mondell, Economic and Community Development Director
Laura Webster, Office of Long-Range Planning Director
Ben Fu, Planning Services Manager

Responses to City of Rocklin

Response to Comment 1

The comment expresses support for Alternative 2.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 2

In this comment, the City of Rocklin has expanded upon the traffic analysis results presented in the Draft EIR/EA by describing a problematic traffic condition that occurs on Taylor Road between its overcrossing of I-80 and undercrossing of SR 65. Due to the expected increase in traffic volumes over time on Taylor Road, as reported in the *Transportation Analysis Report*[3] prepared for the proposed project, the ability of vehicles to turn left onto Taylor Road from businesses on the south side of the road could become more difficult even with the widening to four travel lanes and center turn lane being added as part of the proposed project. The City suggests road improvements that would alleviate the condition and requests that these be added to the proposed project. Adding the installation of a traffic signal at Stonehouse Court to allow for U-turn movements as a mitigation measure in the EIR/EA would further improve traffic conditions. The Draft EIR/EA has been modified to include the following mitigation measure in Section 2.5, *Traffic and Transportation/Pedestrian and Bicycle Facilities*.

> **Improve Taylor Road at Stonehouse Court**
>
> At the time that improvements to Taylor Road are constructed as part of the proposed project, the project proponent will facilitate egress from businesses located on the south side of Taylor Road through the construction of a new traffic signal on Taylor Road at Stonehouse Court that allows eastbound Taylor Road traffic to make a U-turn.

Response to Comment 3

Post-construction BMPs for the treatment of storm water, consistent with Caltrans' NPDES permit, are discussed in Section 2.9, *Water Quality*. The regulatory setting in Section 2.9 describes Caltrans' Storm Water Management Plan (SWMP) and how it was developed in order to comply with Caltrans' NPDES permit. The SWMP outlines procedures and responsibilities for protecting water quality, including selection and implementation of BMPs that encourage low impact development; these have been included as a component of new development permit requirements. The project will follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff. The specific features to be implemented will be determined during the final design phase and shown on the contract plans accordingly. Harvesting and reuse of storm water could be considered at that time.

No revisions to the Draft EIR/EA are necessary.

---

3 Fehr & Peers. 2014. Transportation Analysis Report – I-80/SR 65 Interchange Improvements. Roseville, CA.

Response to Comment 4

The project proponent will consult with the City for its input on design and style of noise barriers C and D during the design phase.

No revisions to the Draft EIR/EA are necessary.

City of Roseville

CITY OF ROSEVILLE CALIFORNIA
City Manager
311 Vernon Street
Roseville, California 95678-2649

September 16, 2015

Caltrans District 3
Mr. Ken Lastufka
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

Via: *Email and Regular Mail*

Ken_Lastufka@dot.ca.gov

Subject: **Draft Environmental Impact Report/Environmental Assessment for the I-80/SR 65 Interchange Improvement Project – City of Roseville Comments**

Dear Mr. Lastufka:

Thank you for the opportunity to provide comment on the subject project draft EIR. The City of Roseville supports Caltrans' efforts to implement this important regional transportation improvement project. City concerns are primarily related to open space preserve areas owned and managed by the City and related use restrictions, water quality as related to City mandates and responsibilities under its MS4 permit, existing water and sewer utilities located within the project limits, and trails and recreation facilities. The draft EIR was reviewed by various City Departments with comments consolidated below. 1

Open Space Impacts and Restrictions

The draft EIR identifies that the project will impact open space preserve areas owned and managed by the City of Roseville. The City manages Preserve areas consistent with the U.S. Army Corps (USACE) and U.S. Fish and Wildlife Service (USFWS) approved City of Roseville Open Space Preserve Overarching Management Plan (OSPOMP). OSPOMP Chapter 10 identifies prohibited activities within Preserve areas, including the following: 10.3 no killing or alteration of any existing vegetation; 10.6 no new utility lines; 10.11 no construction or placement of new structures; 10.14 no excavating. Per OSPOMP Section 10.6, new roads, trails and utility lines shall not be permitted in the Preserve <u>without review and approval of the Corps and the Service</u>. Overarching Plan Section 10.14 states that Preserve area prohibited activities may only occur with USACE and USFWS approval and that such approval "may include a permit." Therefore, the project's Section 404 permit should address required USACE and USFWS approvals required under the OSPOMP. 2

In addition to OSPOMP use restrictions, some Preserve Open Space parcels are also protected by conservation easements or deed restrictions. Therefore, prior to initiating work within City owned and managed Open Space, Caltrans should obtain the applicable easements or deed restrictions for the effected properties to ensure proposed activities and improvements are consistent/allowed. Any project inconsistencies with deed restrictions will 3

(916) 774-5362 - (916) 774-5485 FAX - (916) 774-5220 TDD - www.roseville.ca.us

City of Roseville

need to be resolved with the applicable parties of interest as named in the easements or deed restrictions. In addition to the City of Roseville, this may include the US Army Corps of Engineers and/or US Fish and Wildlife Service. 3 Cont.

Stormwater Management

The City's Stormwater Management Division has three main areas of interest related to the project; 1) management of stormwater runoff associated with construction of the project; 2) the long term impacts of the project to wildlife and native plant habitat in Secret Ravine and Antelope Creek; and, 3) the impacts of stormwater runoff to adjacent areas after construction is complete.

During construction, in addition to the temporary falsework construction platforms listed in the draft EIR, an effective combination of erosion and sediment control BMPs should be implemented in order to reduce the impacts to Secret Ravine and adjacent City property. Alternative 2, Collector-Distributor System Ramps would require new structures over Miners Ravine and Secret Ravine. Two C-D system on-ramps, one to the eastbound I-80 to northbound SR 65 connector and the other to eastbound I-80 will be on a structure spanning Secret Ravine. Column placement would affect both the floodway and floodplain due to roadway geometrics and bridge span requirements and therefore will require review and approval by the City of Roseville. In addition to the considerations given to these two creeks, due to the instability of this reach of Secret Ravine, it is strongly suggested that additional bank stabilization and armoring be implemented in the vicinity of flyover infrastructure (pylons, etc.) due to the large amounts of highly mobile sands that dominate the bed of the channel. 4

In compliance with the City's Phase II Municipal Separate Storm Sewer System Permit issued by the State Water Resources Control Board, the City has initiated an Adopt-A-Creek program (AAC) to provide public opportunities to provide for the stewardship of Roseville's local creeks. The work done under the umbrella of this program may help to mitigate the loss of wildlife and native plant habitat after construction is complete. The stretch of Secret Ravine impacted by Alternative 2 is "adopted" by three local non-profits: Dry Creek Conservancy, Trout Unlimited and Granite Bay Fly Casters. In order to enhance riparian habitat and improve water quality in Secret Ravine, ACC has conducted several restoration projects within this creek and the City has plans to conduct more extensive work in Secret Ravine as funding becomes available. In order to be most efficient with City and potential grant resources, a detailed construction plan more precisely identifying areas of grading and construction and the location of infrastructure associated with the project is needed. These details will be flushed out as part of implementing the Avoidance, Minimization, and/or Mitigation Measures identified in Section 2.16.4. This will minimize conflicts between AAC work and the impacts of Alternative 2 and vice versa. These AAC projects may serve to address some of the loss of habitat identified by the Draft EIR for the project. The opportunities for coordination of AAC projects and on-site mitigation for impacts from the project should be further explored. For additional follow up please contact Delyn Ellison-Lloyd with the City's Stormwater Program at (916) 746-1748. 5

In addition to the impacts of the physical infrastructure to Secret and Miners Ravines, there is also a concern that additional runoff generated by the additional impervious surface associated with the project may have hydromodification impacts to the adjacent creeks. This additional runoff related to the proposed project should be mitigated by post construction BMPs. Under the newly adopted California Department of Transportation Stormwater Permit (ORDER NO. 2012-0011-DWQ) effective July 1, 2013, the Department is required to implement Post Construction Stormwater Treatment Controls and Hydromodification 6

City of Roseville

Requirements at projects that add more than an acre of impervious highway surfaces. The permit requirements apply to all new and redevelopment projects that have not completed Caltrans' project initiation phase prior to the effective date of the Order. 6 Cont.

Aerial photos of the area indicate there are currently existing post construction LID (Low Impact Development) BMPs located in and adjacent to the entrance loop from I-80 to Hwy 65. These BMPs infiltrate runoff from existing infrastructure. If this project has completed Caltrans' initiation phase, the City requests that post-construction BMPs associated with the proposed project be at least as effective as the features currently in place. This will allow for greater water quality protection, protect habitat in the creek and mitigate any potential damage to City property from additional runoff. 7

Finally, the City requests a more robust description of how post-construction BMP maintenance and monitoring will be addressed. The City would like to understand the long term plan for maintenance & monitoring of stormwater BMPs. 8

Antelope Creek, Bike Trail and Park Site

Any proposed re-alignment of the City of Roseville Antelope Creek trail should be coordinated with the City of Roseville Alternative Transportation Division and the City of Roseville Parks, Recreation and Libraries Department. This trail crosses a City designated future Park site which is planned for a trail head and off-leash dog park. The site is constrained by wetlands and wetland avoidance is a design goal for the site. However, if the Caltrans project requires that onsite wetlands be impacted, the City requests notification since this could influence future recreation facility site planning. 9

The project will need to comply with the City of Roseville Native Oak Tree Ordinance. The Ordinance requires minimization of temporary construction impacts and replacement of native oaks on an inch per inch basis. Consistent with the City's Native Oak Tree Ordinance, the draft EIR appropriately identifies that an Arborist Report will be required for the project. However the draft EIR should note that arborist report recommendations will need to be incorporated into project specifications. The City also recommends that proposed mitigation measures incorporate a pre-construction site walk with the City's Urban Forester, Caltrans and contractor, so that discussions of native oak tree avoidance measures can occur. The City may require an in lieu fee deposit for certain trees identified for preservation but may not survive due to the severity of construction disturbance. In the event that additional avoidance can occur during construction, an "after-project reconciliation" can return a portion of the initial deposit for those trees saved. 10

The impacts described to Antelope Creek appear relatively minor. However, there is an opportunity to do additional invasive plant removal beyond the footprint of the infrastructure associated with the project which could facilitate better access for infrastructure maintenance as well as aid in habitat enhancement. As part of the proposed mitigation program, species such as Himalayan blackberry and water primrose should be targeted for removal in the general construction footprint. 11

Comments from Environmental Utilities Engineering

Regarding Chapter 2 – section 2.4 – utilities/Emergency Services, Section 2.4.1.1 Water Supply, the following City of Roseville water mains are located within the project limits and should be identified in this section: 12

- Water mains that cross I-80: 1-12", 2-30", and 1-54".
- Water mains that cross SR-65: 1-12", and 1-24".

City of Roseville

- A 21/24" water main parallels I-80 between Eureka and Douglas.
- A 12" water main runs in Taylor Rd. from Eureka to the Northern City boundary.

Regarding section 2.4.1.1 Wastewater/Stormwater, the following City of Roseville sewer mains are located within the project limits and should be identified in this section:

- Sewer mains that cross I-80: 1-36"
- Sewer mains that cross SR-65: 1-8" and 1-24"

12 Cont.

Contact Dave Samuelson with the City's Environmental Utilities Department for more information on the location of the above utilities (916-774-5669).

Work over City water and/or sewer mains require coordination with the City of Roseville Environmental Utilities Department. The City requires 48 hrs. advance notice prior to construction. City water and sewer mains are to be protected in place. No heavy equipment or vibratory equipment shall be allowed over mains larger than 12".

Regarding Section 2.4.2.1 Build Alternatives, please add language to ensure that City of Roseville underground water and sewer lines are to be protected in place or avoided.

Finally, the draft EIR doesn't discuss construction water needs or a planned supply source. As long as the region isn't experiencing drought conditions the City of Roseville should be able to supply the project's construction water needs for activities within and near Roseville. However if drought conditions persist and the City is under a state mandated conservation target, City of Roseville potable water supply may not be available for construction use. Should that occur, Roseville can offer recycled water but the contractor would have to travel to one of the City's designated recycled water filling stations to obtain supplies. 13

Comments from Roseville Electric

There are existing high voltage electrical facilities running through the overcrossings (over State Route 65) at Pleasant Grove Boulevard and Galleria/Stanford Ranch Boulevard. It does not appear that these facilities are in conflict with any of the three alternatives.

There are existing high voltage underground facilities along Pacific Street under the existing 65 bypass that will need to remain in place or be relocated due to the proposed project. These facilities feed the buildings northerly of the 65 by-pass and have no backup electric feed point. 14

There is an existing pad-mount transformer and underground high voltage feed feeding a structure at the end of Stonehouse Court that may be in conflict with all three alternatives for the 65 southbound ramps onto the I-80.

There is an existing pole and overhead high voltage crossing over Taylor Road at 2020 Taylor Road that may be in conflict with the proposed improvements. This is the power source for all of the structures on the west side of Taylor Road.

There are two existing overhead lines that cross I-80 near the Brookfields Restaurant that have 60kV with 12kV underbuild on them. There should be no conflict with these facilities. These should be listed in section 2.4.1.1 in the Electricity and Natural Gas section.

City of Roseville

The first bullet point in section 2.4.2.1 should read "The SMUD, WAPA, and Roseville Electric overhead utilities crossing I-80 would require protection from equipment during construction, but would not need relocation. Roseville Electric also has overhead utilities crossing Taylor Road that will need protection during construction and may require relocation." These are the same lines that cross I-80 near the Brookfields Restaurant (described in the paragraph immediately above). 15

The second bullet point in section 2.4.2.1 should read "PG&E underground gas lines and Roseville Electric underground electric on Taylor Road..." 16

Section 2.4.2.1 addresses minimization measures for utilities. To facilitate rerouting of existing electric infrastructure, similar to the bullet point for Consolidated Communications, Roseville electric requests an additional bullet point to call out installation of 2-6" conduits along Taylor Road through the Taylor Road overcrossing to the existing pole line located at 2020 Taylor Road. 17

Cumulative Analysis

The Cumulative Impacts table (2.22-1) does not list the following City of Roseville Specific Plans undergoing buildout: West Roseville Specific Plan, Sierra Vista Specific Plan, and Creekview Specific Plan. Background information on these specific plans can be obtained from the City's web site using the following link:

http://www.roseville.ca.us/gov/development_services/_planning/specific_plans_n_planning_areas/default.asp 18

The City is also currently processing two proposed specific plans which aren't listed in Table 2.22-1: the Amoruso Ranch Specific Plan and Placer Ranch Specific Plan. The Amoruso Ranch Specific Plan NOP was issued 10/30/13 and Placer Ranch Specific Plan NOP was issued 12/19/14. Additional details for these project can also be obtained from the City's web site.

Public Safety

As discussed in Section 2.4.3.1, the project will ultimately improve emergency service provider ability to respond due to decreased traffic congestion on the subject roadways. As with all road improvement projects the Roseville Fire and Police Departments would like to continue to receive prior notifications of construction schedules and roadway closures so dispatchers and responders can plan accordingly. 19

Thank you for consideration of the City's comments. If you have any questions regarding Roseville bike trail planning please contact Mike Dour (916-746-1304); for questions concerning water or sewer utilities contact Dave Samuelson (916-774-5669); for questions concerning water quality comments contact Delyn Ellison-Lloyd (916-746-1748); and finally for open space Preserve issues contact me (916-774-5499).

Sincerely,

Mark Morse
Environmental Coordinator

Responses to City of Roseville

Response to Comment 1

The comment describes support for the project as well as lists general areas of concern. Specific concerns are included in subsequent comments and are addressed below.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 2

The project proponent will coordinate with the City prior to acquisition of new rights-of-way through Open Space Preserve areas and will work with the City to amend the OSPOMP and applicable Conservation Easements as necessary.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 3

Please see the response to City of Roseville Comment #2.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 4

The project will adhere to the requirements described in the Caltrans *Construction Site Best Management Practices Manual*, the *Stormwater Pollution Prevention Plan* and *Water Pollution Control Program Preparation Manual*. All construction and engineered fills will comply with Caltrans' Standard Specifications and applicable regulatory agency requirements and permit conditions.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 5

The project proponent will coordinate with the City on opportunities to maximize on-site mitigation. Detailed construction plans that identify specific grading areas, utilities, and infrastructure will be part of final project planning and design.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 6

Compliance with Order No. 2012-0011-DWQ is identified in Chapter 1, Proposed Project, Table 1-7, *Permits and Approvals Needed*. The project will comply with all requirements of the Stormwater Permit.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 7

Following Caltrans' policy, the most current BMPs must be implemented according to the Caltrans Standard Specifications and Plans. The project will obtain coverage under the Statewide NPDES Permit (Order No. 2012-0011-DWQ). Compliance with this permit requires implementation of BMPs that achieve the performance standards of best available technology economically achievable/best conventional pollutant control technology to reduce or eliminate storm water pollution. This should achieve the result of being at least as effective as the features currently in place.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 8

Post construction BMP maintenance will follow Caltrans' standard guidelines. Project specific details will be developed during the final design phase. Maintenance of BMPs is discussed in Section 2.9.4 under *Water Quality Protection During Project Operation and Maintenance*. Please also refer to *Water Quality Assessment Report*[4], Section 5.2.4.3. Project Operation and Maintenance, for an additional description of how post-construction BMP facilities will be addressed by the Caltrans Maintenance Unit. A copy of the *Water Quality Assessment Report* is available at http://8065interchange.org/?page_id=34.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 9

The project proponent will consult with the appropriate City departments regarding potential wetland impacts of realigning Antelope Creek trail. All anticipated wetland impacts are identified in Section 2.17 and on Figures 2.16-1a–f, 2.16-2a–f, and 2.16-3a–f.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 10

As noted, the project proponent would need to comply with the City's tree preservation ordinance and provide the necessary documentation to apply for a tree removal permit, including copies of an arborist report. As part of the City's consideration and issuance of a tree permit, the City can include specific conditions on the permit, including those suggested by this comment. All permit conditions and other requirements established by regulatory agencies that must be implemented before, during, or after construction of the proposed project will be identified in the project specifications.

No revisions to the Draft EIR/EA are necessary.

---

4 WRECO. 2015. Water Quality Assessment Report – I-80/SR 65 Interchange Project, Placer County, California. Prepared for Placer County Transportation Planning Agency and CH2M HILL. Sacramento, CA. January.

Response to Comment 11

The proposed project would require clearing of some vegetation, including both native and invasive plant species, for the construction of various permanent and temporary project elements. During final design and construction, the City of Roseville can inquire about implementing separate invasive plant removal projects within or outside of the proposed project footprint concurrent with construction of the proposed project. Invasive plant removal projects would require authorizations separate from the proposed project.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 12

Advance notification and coordination will occur with the City of Roseville Environmental Utilities Department prior to and during construction. The City will be involved with project reviews and approvals throughout the development of the final project design. At that time, the specific location and dimension of each utility will be confirmed. Please see Section 2.4.3.1, *Avoidance and Minimization Measures*, in the Utilities/Emergency Services section. The utilities identified in the comment have been considered and are anticipated to not be impacted by the project work. The following sentence has been added to Section 2.4.2.1: City of Roseville underground water and sewer lines would be protected in place or avoided.

Response to Comment 13

It is understood that if state-mandated conservation measures are in effect, the City of Roseville's potable water supply may not be available for construction use. In that case, the project proponent, and its contractors, will be responsible for acquiring the water needed for construction use elsewhere, including the City of Roseville's designated recycled water filling stations.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 14

The Electricity and Gas discussion under Section 2.4.1.1, *Utilities*, has been modified to indicate that Roseville Electric owns and operates electric overhead utilities that cross I-80 in the project area. During the final design phase of the project, the project proponent will consult with the appropriate City departments and utility service providers, including Roseville Electric, regarding utilities potentially affected by the proposed project.

Response to Comment 15

The first bullet in Section 2.4.2.1 has been modified as suggested. It now reads as follows.

- The SMUD, WAPA and Roseville Electric electric overhead utilities crossing I-80 would require protection from equipment during construction, but would not be relocated. Roseville Electric also has overhead utilities crossing Taylor Road that will need protection during construction and may require relocation.

Response to Comment 16

The second bullet in Section 2.4.2.1 has been modified as suggested. It now reads as follows.

- PG&E underground gas lines and Roseville Electric underground electric lines on Taylor Road would be avoided, protected in place, or may require relocation depending on the depth of excavation necessary for proposed improvements to Taylor Road.

Response to Comment 17

During the final design phase of the project, the project proponent will consult with the appropriate City departments and utility service providers, including Roseville Electric, regarding utilities affected by the proposed project. At that time, specific rerouting details will be coordinated.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 18

The cumulative analysis takes into consideration other past, ongoing, and reasonably foreseeable projects in the same geographic area as the proposed project, as well as planned land uses and transportation and circulation projections identified in city and county general plan and policy documents. Table 2.22-1 is not intended to list each specific plan area, a subset of specific plans, or those plans currently under consideration but not yet adopted. The existing, ongoing, and proposed projects in Table 2.22-1 have been included in the analysis because they are close to the project area or could affect regional resources. Further, the regional traffic model used to analyze traffic conditions for the proposed project was developed after extensive consideration and inclusion of planned transportation and land uses anticipated by the construction and design years of the proposed project. Therefore, development of specific plan areas are taken into consideration as part of the overall review of plans proposing land development and land use changes in the project study area.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 19

The City fire and police departments will receive advanced notification of any road closures planned as a result of project construction. Also, prior to construction, a Transportation Management Plan will be prepared in order to minimize disruptions to traffic and to emergency services during construction.

No revisions to the Draft EIR/EA are necessary.

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

September 17, 2015

Kendall Schinke
California Department of Transportation, District 3
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

Subject: I-80/SR-65 Interchange Improvements Project
SCH#: 2013012003

Dear Kendall Schinke:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 16, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Document Details Report
State Clearinghouse Data Base

SCH#	**2013012003**
Project Title	I-80/SR-65 Interchange Improvements Project
Lead Agency	Caltrans #3
Type	**EIR** Draft EIR
Description	Caltrans - in cooperation with the Placer County Transportation Planning Agency; Placer County; and the Cities of Roseville, Rocklin, and Lincoln - proposes to improve the I-80/SR 65 interchange in Placer County, CA, to reduce future traffic congestion, improve operations and safety, and comply with current Caltrans and local agency design standards. Project limits consist of I-80 from the Douglas Boulevard interchange to the Rocklin Road interchange and SR 65 from the I-80 separation to the Pleasant Grove Boulevard interchange.

Lead Agency Contact

Name	Kendall Schinke
Agency	California Department of Transportation, District 3
Phone	916 274 0610 *Fax*
email	
Address	2379 Gateway Oaks Drive, Suite 150
City	Sacramento *State* CA *Zip* 95833

Project Location

County	Placer
City	Roseville, Rocklin
Region	
Lat / Long	38° 46' 14" N / 121° 15' 2" W
Cross Streets	SR 65 and I-80
Parcel No.	Various
Township	*Range* *Section* *Base*

Proximity to:

Highways	SR 65, I-80
Airports	
Railways	UPRR
Waterways	Secret Ravine, Antelope Crk, Dry Crk, Miner's Ravine
Schools	Antelope Creek, John Adams...
Land Use	Commercial, Residential, Open Space, Professional Office, Industrial, Recreation/Conservation, Public/Quasi Public, Flood Plain
Project Issues	Air Quality; Archaeologic-Historic; Biological Resources; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Aesthetic/Visual; Agricultural Land; Drainage/Absorption; Minerals; Population/Housing Balance; Sewer Capacity; Solid Waste; Toxic/Hazardous; Water Supply
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 2; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

Date Received 08/03/2015 ***Start of Review*** 08/03/2015 ***End of Review*** 09/16/2015

1 Cont.

Note: Blanks in data fields result from insufficient information provided by lead agency.

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

CYBAK
9-16-15
E

CALIFORNIA Water Boards

EDMUND G. BROWN JR. GOVERNOR

MATTHEW RODRIQUEZ SECRETARY FOR ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

9 September 2015

RECEIVED
SEP 11 2015
STATE CLEARING HOUSE

Kendall Schinke
California Department of Transportation
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

CERTIFIED MAIL
7014 1200 0000 7154 3991

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, I-80/SR 65 INTERCHANGE IMPROVEMENTS PROJECT, SCH# 2013012003, PLACER COUNTY

Pursuant to the State Clearinghouse's 3 August 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the I-80/SR 65 Interchange Improvements Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY SCD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER
11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Responses to Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Response to Comment 1

The distribution of the Draft EIR/EA by the State Clearinghouse to the agencies indicated on the Document Details Report is noted. A copy of the letter from the Central Valley Regional Water Quality Control Board is attached following the Document Details Report. Responses to the Central Valley Regional Water Quality Control Board letter are included with the original copy received on September 9, 2015 (see page G-41).

No revisions to the Draft EIR/EA are necessary.

California Transportation Commission

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION
1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www.catc.ca.gov

October 1, 2015

Ms. Kendall Schinke
Branch Chief, Department of Transportation, District 3
Attention: Ken Lastufka, Office of Environmental Analysis
2379 Gateway Oaks Drive, Suite 150
Sacramento, CA 95833

RE: Draft Environmental Impact Report/Environmental Assessment for the Interstate 80/State Route 65 Interchange Improvement Project

Dear Ms. Schinke,

The California Transportation Commission (Commission), as a Responsible Agency, received on September 22, 2015 the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) prepared by the California Department of Transportation (Caltrans) for the Interstate 80/State Route 65 (I-80/SR 65) Interchange Improvement Project. The project will improve the I-80/SR 65 Interchange and make other operational improvements in the cities of Roseville and Rocklin. The DEIR/EA identified a No-Build alternative and three build alternatives that are under consideration. The estimated cost ranges from $342 million to $351 million, depending on the alternative selected. 1

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. However, the Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project. 2

As a section of the project is programmed in the 2014 State Highway Operations and Protection Program, the Commission should be notified as soon as the environmental process is complete as the Commission cannot allocate funds to a project for design, right of way or construction or approve a new public road connection or route adoption, until the final environmental document is complete and the Commission has considered the environmental 3

impacts of the project and approved the environmentally cleared project for future consideration of funding.

Upon completion of the CEQA process, prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead and/or implementing agency to provide written assurance whether the selected alternative identified in the final environmental document is or is not consistent with the project programmed by the Commission and included in the Regional Transportation Plan. In the absence of such assurance of consistency, it may be assumed that the project is not consistent and Commission staff will base its recommendations to the Commission on that fact. The Commission may deny funding to a project which is no longer eligible for funding due to scope modifications or other reasons.

3 Cont.

If you have any questions, please contact Teresa Favila (916) 653-2064.

Sincerely,

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

Responses to California Transportation Commission

Response to Comment 1

It is acknowledged that the California Transportation Commission (CTC) has no comments with respect to purpose and need, alternatives, impacts evaluated, and the evaluation methods.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 2

Funding is currently being pursued.

No revisions to the Draft EIR/EA are necessary.

Response to Comment 3

The CTC will be notified upon completion of the California Environmental Quality Act environmental document. Written assurance will be provided stating that the selected alternative identified in the final environmental document is consistent with the project programmed by the CTC and included in the Regional Transportation Plan.

No revisions to the Draft EIR/EA are necessary.

Appendix H

List of Technical Studies

Appendix H List of Technical Studies

Copies of the following technical studies are available on the project website at http://8065interchange.org/.

Proposed Project

- Draft Project Report to Authorize Release of the Draft Environmental Document (CH2M HILL 2015)

Human Environment

- Community Impact Assessment (ICF International 2014)
- Traffic Analysis Report (Fehr & Peers 2014)
- Visual Impact Assessment (ICF International 2014)
- Historic Property Survey Report, Including Archaeological Survey Report and Historical Resources Evaluation Report (ICF International 2014), and Extended Phase I Report and Archaeological Evaluation Report (Phase II) (ICF International 2015)
- Resources Evaluated Relative to the Requirements of Section 4(f) (ICF International 2014)

Physical Environment

- Bridge Design and Location Hydraulic Study (WRECO 2015)
- Drainage Impact Summary (WRECO 2015)
- Appendix E Long Form – Stormwater Data Report (WRECO 2014)
- Water Quality Assessment Report (WRECO 2015)
- Structures Preliminary Geotechnical Report (Blackburn Consulting 2014)
- Initial Site Assessment Update (Blackburn Consulting 2014)
- Air Quality Study Report (ICF International 2014)
- Air Quality Conformity Analysis (ICF International 2014)
- Noise Study Report (ICF International 2015)
- Noise Abatement Decision Report (ICF International 2015)

Biological Environment

- Natural Environment Study (ICF International 2014), including the following attachments:
  - Preliminary Wetland Delineation Report
  - Fish Passage Reconnaissance Assessment
- Biological Assessment (ICF International 2015)
- Biological Assessment/Essential Fish Habitat Assessment (ICF International 2015)