



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

I-80/SR 65 Interchange Improvements Project
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

October 2014

List of Abbreviated Terms

Caltrans	California Department of Transportation
CFR	Code of Federal Regulations
dB(A)	A-weighted decibels
FHWA	Federal Highway Administration
I-80	Interstate 80
SR 65	State Route 65

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.

The resources evaluated relative to the requirements of Section 4(f) are described below. No wildlife or waterfowl refuges were identified within 0.5 mile of the proposed project. The 0.5 mile area is in accordance with California Department of Transportation (Caltrans) guidance on complying with Section 4(f) regulations (Caltrans 2013).

Twenty parks and recreational resources were identified within 0.5 mile of the project area; these are described in Table 1 and shown in Figure 1 (Parks and Recreational Facilities). No proposed parks were identified within the 0.5-mile area.

Twelve parks and six Class 1 trails are within 0.5 mile of the project, as described in Table 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 1.

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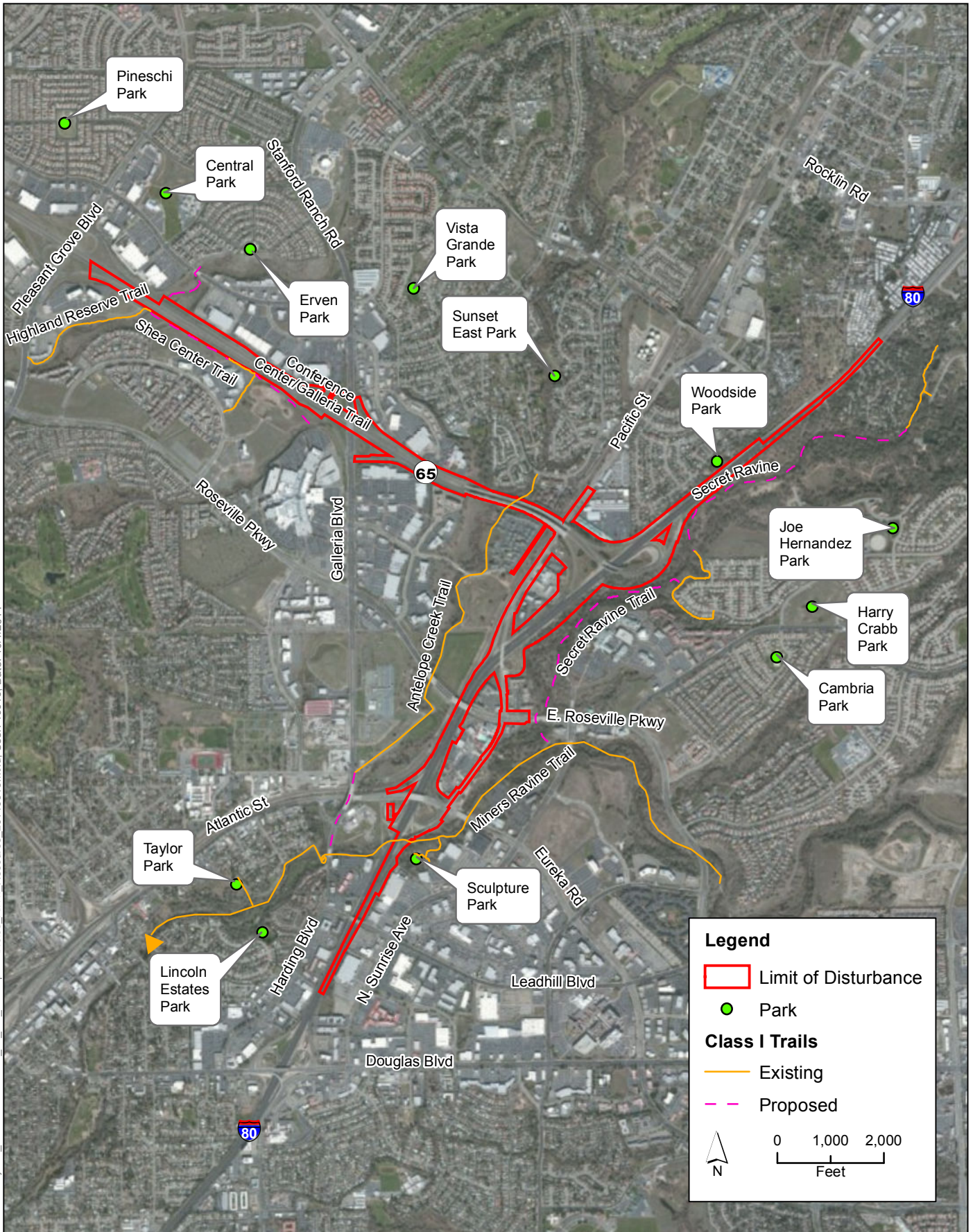


Figure 1
Parks and Recreational Facilities



Table 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
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

Resource/Location	Description	Potential Section 4(f) Use?
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
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 Petruccio 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

Resource/Location	Description	Potential Section 4(f) Use?
Miners Ravine Trail (existing and proposed) Roseville	<p>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.</p> <p>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.</p>	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 1 discussing why they would not be affected by the proposed project.

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 1 and Figure 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.

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 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.

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.

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 1 and Figure 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.

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).

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.

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.

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 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.

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 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 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.

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 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 (Petruccio 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.

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. A letter requesting concurrence from Dominick Casey, Director, City of Roseville Parks, Recreation, and Libraries has been prepared. The signed concurrence letter will be filed as part of the project documentation.

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).

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 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 2).

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 3).

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 4). 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 4). 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.

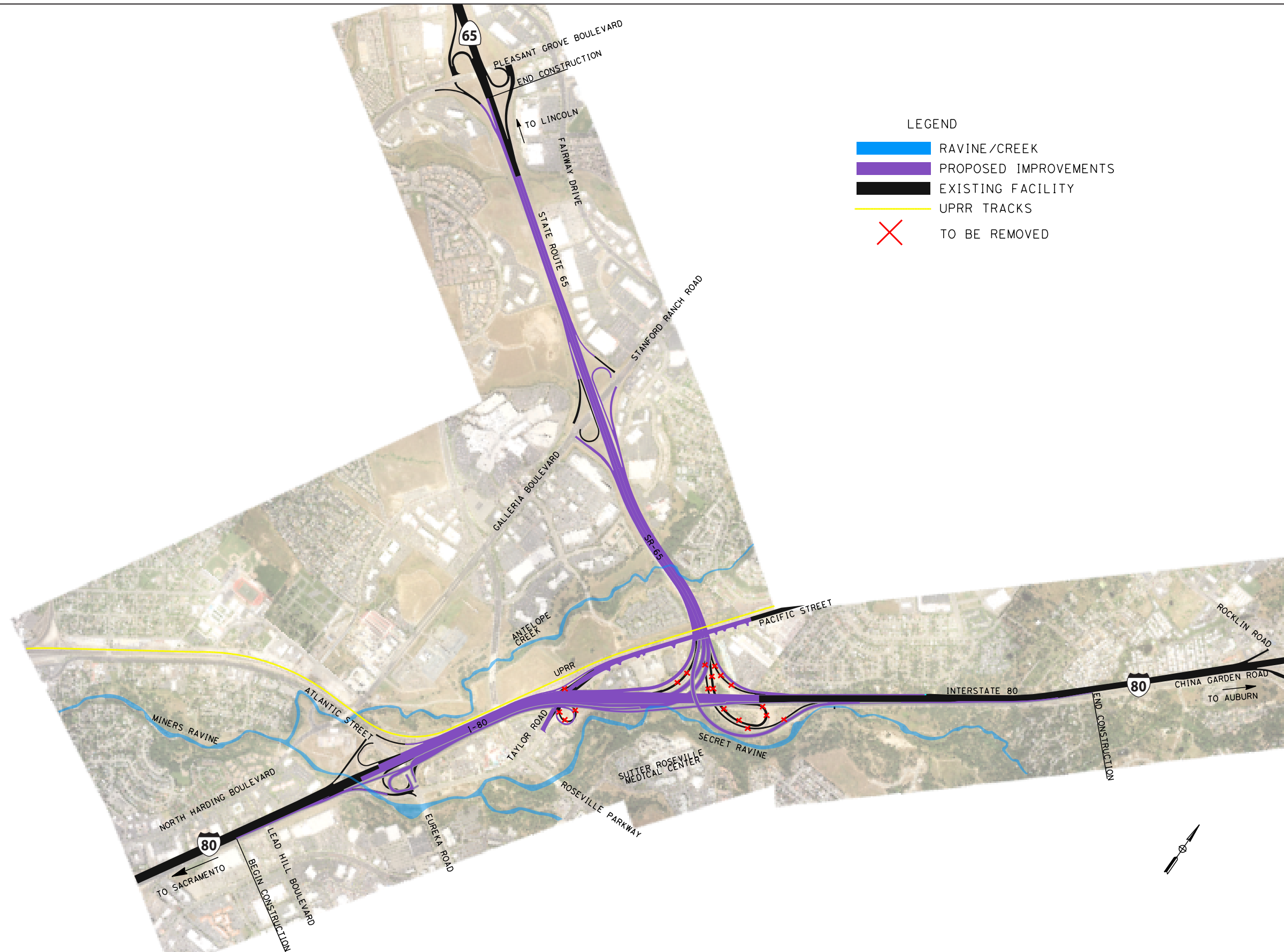
Construction of the proposed project is anticipated to take up to 16 years depending on the alternative selected. The proposed improvements to I-80 and the Eureka Road/Atlantic Street interchange are estimated to take up to 2 years. During the construction period, trail users would be detoured around 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.

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.

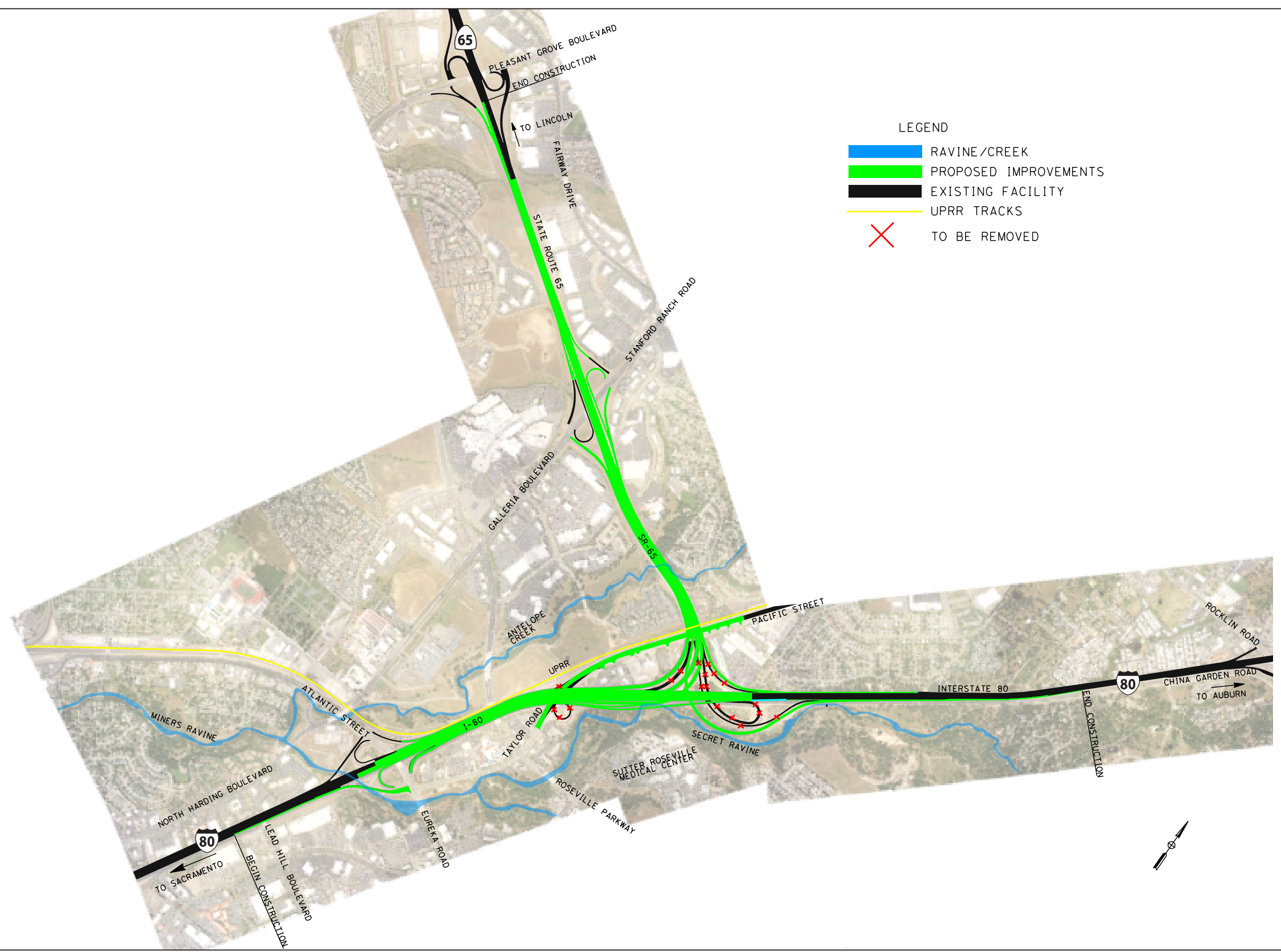
Once the trail is regraded, it would be repaved and tie into the existing trail on either end. While these activities would temporarily affect the trail, the trail would be reconstructed using the same materials and construction standards as the existing trail. Only the grade of the trail is being changed 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 4. 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



Graphics...00189.11 (7/23/14) AB

Source: CH2MHill 2014.

Figure 2
Alternative 2—Collector-Distributor System Ramps



LEGEND

- RAVINE/CREEK
- PROPOSED IMPROVEMENTS
- EXISTING FACILITY
- UPRR TRACKS
- X TO BE REMOVED

Graphics...00189.11 (7/23/14) AB

Source: CH2MHill 2014.

Figure 3
Alternative 3—Taylor Road Interchange Eliminated

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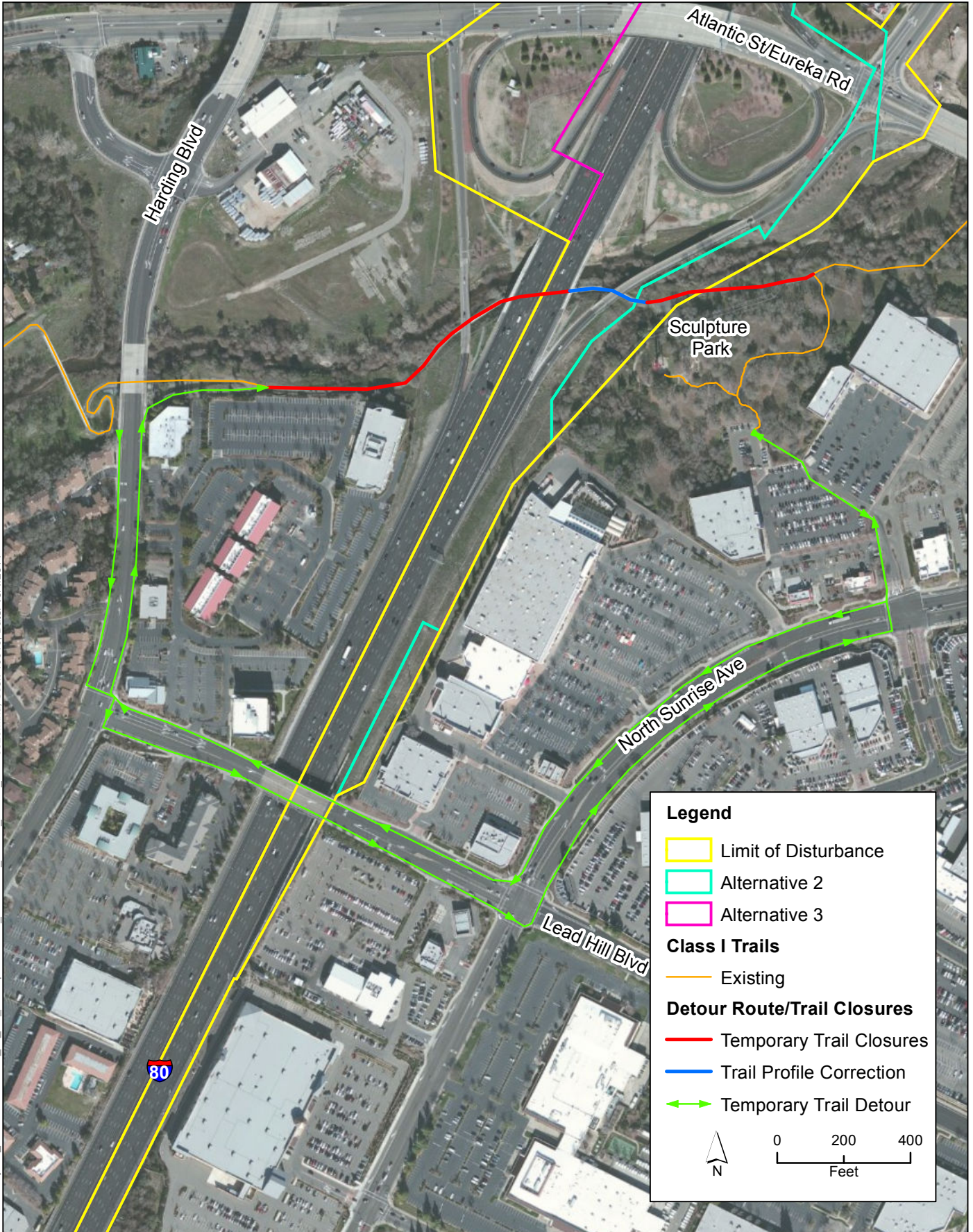


Figure 4
Temporary Detour Miners Ravine Trail - Alternatives 2 and 3

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. A letter requesting concurrence from Dominick Casey, Director, City of Roseville Parks, Recreation, and Libraries has been prepared. The signed concurrence letter will be filed as part of the project documentation.

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).

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Personal Communications

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