CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

03-PLA-80	0.1-2.2/4.1-6.0	03-3F230	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

The California Department of Transportation (Caltrans), in conjunction with the Placer County Transportation Planning Agency (PCTPA), Placer County, the City of Rocklin, and the City of Roseville, propose to widen the existing Interstate 80 (I-80) adding an eastbound auxiliary lane between State Route 65 (SR 65) and Rocklin Road, and an additional 5th lane from 1,000-feet east of Douglas Boulevard to west of Riverside Avenue (where four through lanes currently exist).

The eastbound auxiliary lane is proposed to be constructed between SR 65 and Rocklin Road with standard 12-foot lanes and 10-foot shoulder widths. In order to accommodate traffic from the new auxiliary lane, the eastbound Rocklin Road off-ramp would be widened to two exit lanes. The gore at the Rocklin Road off-ramp would have to be shifted to accommodate the new auxiliary lane. The project would require sliver-size, right-of-way acquisitions from a few parcels adjacent to I-80.

see Continuation Sheet for additional information

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

☐ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☒ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:

☐ **Categorically Exempt. Class** . (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. General Rule exemption.** [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)

Print Name: Senior Environmental Planner or Environmental Branch Chief

Signature Date

Print Name: Project Manager

Signature Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

☐ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☐ **23 CFR 771.117(c): activity (c)(___)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☒ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327.

Laura Loeffler
Print Name: Senior Environmental Planner or Environmental Branch Chief

Laura Loeffler 8/22/16
Signature Date

Rod Murphy
Print Name: Project Manager/DLA Engineer

Rodney Z Murphy 8/22/16
Signature Date

Date of Categorical Exclusion Checklist completion: 8/20/16

Date of ECR or equivalent : 06/20/16

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

Continued from page 1:

Project Description:

The westbound 5th lane would reduce the Douglas Boulevard off-ramp from a 2-lane off-ramp with a trapped lane to a 1-lane off-ramp without a trapped lane. Both Douglas Boulevard on-ramps would have to be realigned to accommodate the 5th lane extension. Additionally, the Riverside Avenue loop on-ramp would require realignment in order to connect to the 5th lane extension. The project would require sliver right-of-way acquisitions from a few parcels adjacent to I-80.

The westbound 5th lane also requires the widening of Linda Creek Bridge, a continuous three span, cast-in-place, reinforced concrete T-Beam Bridge. In order to accommodate the mixed flow lane, an additional approximate 12.5 foot widening is required to the northwest (downstream) side with a column added at each pier. Footings would be constructed immediately adjacent to the concrete lined channel, requiring partial removal and reconstruction of the channel.

The purpose of the project is to enhance through traffic capacity and flow on I-80 in two locations: eastbound from SR 65 through the Rocklin Road Interchange, and westbound from Douglas Boulevard through the Riverside Avenue Interchange, reduce existing congestion and operational problems on I-80 that cause back up on I 80 and on local roadways, and; improve safety by reducing stop and go traffic and, merging and weaving through the implementation of enhanced capacity and flow facilities.

The project is needed because the freeway is experiencing operational problems caused by high peak period traffic volumes. Vehicle hours of delay, average speeds, travel times, and other traffic performance measures will continue to degrade as growth increases. I-80 is a primary transcontinental freeway which primarily serves as a transportation corridor for both passengers and goods throughout the United States. Additionally, growth in the South Placer County region has increased daily commuter traffic and traffic to major commercial and educational centers in the area. This increased traffic demand, together with increased demand generated from recreational facilities in the Sierra Nevada Mountains to the east and the San Francisco Bay Area to the west have resulted in reduced levels of service on I-80. This segment of I-80 serves the national movement of goods and passengers, as well as the City of Roseville, City of Rocklin, and Placer County and is heavily used throughout the day.

Environmental Commitments

Aesthetics: A Visual Impact Assessment was prepared in 2015. This study assessed the change in the visual environmental as a result of the proposed project and identified potential impacts to the visual environment.

VIS-1: Areas that have removed trees, shrubs and created soil disturbance due to construction activities will be re-established by applying a permanent erosion control and planting trees and shrubs where they are deemed appropriate. All finished slopes and graded areas shall be hydro seeded with a permanent seed mix composed of native plant species indigenous to the area.

VIS-2: All disturbed areas during each construction season will utilize best management practices (BMPs) which will include temporary erosion control consisting of a native seed mix at the end of each construction season.

VIS-3: Aesthetic elements, such as additional retaining walls and sound walls, will conform to existing aesthetic elements along I-80. If additional aesthetic elements, such as aesthetic treatments and/or landscaping, are incorporated during Final Design, such features would be designed and implemented in coordination with the project proponent, arborists, and environmental planners.

VIS-4: Where feasible, Environmental Sensitive Area (ESA) fencing will be established at the driplines of oak trees within or adjacent to construction. Where complete avoidance is not feasible, trees will be preferentially trimmed wherever possible. All tree trimming of a protected tree designated to be preserved must be supervised by the project biologist. Severe trimming likely to result in the decline and/or death of the tree must be mitigated as a full removal.

VIS-5: All disturbed areas including staging of vehicles and equipment will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species.

VIS-6: Construction lighting types, plans, and placement shall comply with Caltrans and local standards in order to minimize light and glare impacts on surrounding sensitive uses.

VIS-7: Implement dust suppression measures as applicable from PCAPCD's Rules 202 (Visible Emissions), 205 (Nuisance), and 228 (Fugitive Dust).

VIS-8: Reconstructed walls should match the most recent sound wall aesthetics of the surrounding region.

Air Quality: An Air Quality Report was prepared in 2015. An Air Quality Conformity Analysis was prepared in June 2016. The project is in an area that is designated as non-attainment or maintenance for ozone, CO, and PM2.5. Interagency consultation concluded on August 26, 2015. The FHWA issued a project-level conformity determination on July 07, 2016.

Biological Resources: A Natural Environment Study was prepared in 2015. A Biological Assessment was prepared in September 2015. On September 28, 2015, Caltrans initiated informal consultation with NMFS for effects to the federally listed Central Valley steelhead and effects to essential fish habitat (EFH). On November 13, 2015, NMFS issued a Letter of Concurrence that the project is "not likely to adversely affect" (NLAA) Central Valley steelhead and will not adversely affect EFH.

BIO-1: Where feasible, ESA fencing will be established at the drip-lines of oak trees within or adjacent to construction. Where complete avoidance is not feasible, trees will be preferentially trimmed wherever possible.

BIO-2: Prior to the start of construction activities, the project limits in proximity to jurisdictional waters (wetlands, Cirby Creek and valley foothill riparian) must be marked with high visibility ESA fencing to ensure construction will not further encroach into waters. Water quality requirements will be met through the Storm Water Pollution Prevention Plan (SWPPP).

BIO-3: The following permits will be required: Section 401 Water Quality Certification, Section 404 Nationwide Permit, and a Section 1602 Streambed Alteration Agreement, which will require appropriate mitigation. Permanent impacts to jurisdictional waters require a 2:1 mitigation ratio, and will be mitigated through payment into the in-lieu fee program or at an on or off-site, agency approved location. Temporary impacts to Cirby Creek and to valley foothill riparian habitat require a 1:1 mitigation ratio with the installation of native hydroseed, native riparian plant materials, or a combination of both. Exact mitigation ratios and locations will be determined during the environmental permitting phase of the project.

BIO-4: The project biologist must be onsite during the installation of any stream diversion or initial dewatering efforts.

BIO-5: In-channel gravel and rock substrate removed during project construction must be set aside, rinsed, and placed in the newly extended concrete lined low water fish passage following the completion of in-channel construction. The substrate placed within the low water fish channel must allow for a minimum of 1 foot in depth for fish passage. The remaining substrate will be disposed at an approved site.

BIO-6: All in-channel construction including creek diversions, creek crossings, or any work in the channel bed must occur within the June 1 – October 15 work window.

BIO-7: Pile driving activities must occur within the June 1 – October 15 work window which coincides with the least likely occurrence of upstream migrating adults.

In addition to the steelhead measures above, the following measures have been incorporated into the project design to minimize and avoid project effects to fall-run Chinook salmon.

BIO-8: Project activities that may affect the flow of the creek through placement of fill, bridge construction, or diversion of the channel must comply with the *2001 NMFS Guidelines for Salmonid Passage at Stream Crossing*, where applicable. The guidelines include but are not limited to:

- A minimum water depth (12 inch for adults and 6 inch for juveniles) at the low fish passage;
- A maximum hydraulic drop of 12 inch for adults and 6 inch for juveniles;
- Avoidance of abrupt changes in water surface and velocities; and
- Structures shall be aligned with the stream, with no abrupt changes in flow direction upstream or downstream of the crossing.

BIO-9: Night work must not be conducted within the Cirby Creek channel or the adjacent banks to afford fish quiet, unobstructed passage during night time migratory hours.

BIO-10: All water pumping or withdrawal from the creek must comply with 1997 NMFS *Fish Screening Criteria for Anadromous Salmonids*, where applicable, to avoid entrainment of fish. The criteria include but are not limited to the following:

- Screen design must provide for uniform flow distribution over the surface of the screen;
- Screen material openings must not exceed 3/32 inches for fry (fish capable of feeding themselves) sized salmonids and must not exceed 1/4 inch for fingerling sized salmonids;
- Where physically practical, the screen must be constructed at the dewatering system entrance. The screen face should be generally parallel to river flow and aligned with the adjacent bankline; and
- The design approach velocity must not exceed 0.33 feet per second for fry sized salmonids or 0.8 feet per second for fingerling sized salmonids.

BIO-11: Permanent impacts to fall-run Chinook salmon EFH shaded riverine aquatic habitat is anticipated to be mitigated at a 3:1 ratio at an on or off-site agency approved location. Exact mitigation ratios and locations will be determined during the environmental permitting phase of the project.

Cultural Resources: A Historic Property Survey Report and Archaeological Survey Report were prepared in 2015. The Archaeological Survey Report concluded that there are no archaeological resources within the limits of the Area of Potential Effects.

Hazardous Waste: A Hazardous Waste Initial Site Assessment was prepared in 2015.

HAZ-1: Testing and removal requirements for yellow striping and pavement marking materials will be performed in accordance with Caltrans Standard Special Provisions for REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.

HAZ-2: The Linda Creek Bridge bearing pad shims will require removal and proper disposal by a licensed and certified asbestos abatement contractor in conjunction with the planned bridge widening. In order to complete the necessary asbestos abatement/removal, a Placer County Air Pollution Control District (PCAPD) permit for the Linda Creek Bridge will be attained.

HAZ-3: The proposed project will require a Non-Standard Special Provision (NSSP) for excavating and handling of soils contaminated with aerially deposited lead. The NSSP should address CCR Title 8, Section 1532.1, Lead, which includes a Lead Compliance Plan and Lead Awareness training.

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HAZ-4: Further sampling and analysis of soil will be initiated during PS&E to determine the extent of lead-contaminated soils. Soils containing hazardous levels of aerially deposited lead will be excavated and disposed of at a Class 1 Disposal Facility or a Class 2 Disposal Facility permitted by the Central Valley Regional Water Quality Control Board (CVRWQCB) before completion of the proposed project.

Noise: A Noise Study Report and Noise Abatement Decision Report were prepared in 2015. The Noise Study Report identified the proposed project would approach or exceed of the Noise Abatement Criteria threshold of 67 dBA at a number of sensitive receivers at both Location 1 and Location 2 of the proposed project. Noise Abatement was considered to attenuate the increase in noise level for these affected receivers. Soundwalls were found to be feasible within the Noise Study Report, and reasonable within the Noise Abatement Decision Report.

Traffic noise modeling results indicate that traffic noise levels at residential and the school are predicted to be in the range of 60 to 71 dBA Leq(h) in the design year. Barrier SW-E1 (between station 177+00 to 184+52) represents five residents and was found to be effective at achieving a 5 dB reduction for each resident with at least one resident receiving a 7 dB reduction at a barrier height of 16-feet and 752-feet in length at an estimated construction cost of $340,000. Barrier SW-W1 (between station 40+00 to 47+00) represents ten residents and was found to be effective at achieving a 5 dB reduction for each resident with at least one resident receiving a 7dB reduction at a barrier height of 12-feet and 700-feet in length at an estimated construction cost of $410,000. These cost estimates for Barrier SW-E1 and Barrier SW-W1 are within 10% of the total reasonable allowance; therefore, the walls are considered feasible and reasonable as part of the features of the project.

NOI-1: The project will consider constructing sound barriers SW-W1 and SW-E1 to protect residents from increased noise volumes as a result of the proposed project.

NOI-2: The sound barriers should be constructed prior to initiation of construction along I-80.

NOI-3: The project should utilize rubberized asphalt or open grade pavement to reduce the noise volume from vehicles.

NOI-4: Standard Specification 14-8.02 "Noise Control" and SSP 14-8.02 must be followed to minimize the construction-generated noise.

Floodplain: A Hydraulic Study was prepared in April 2015. The Location Hydraulic Study Form and the Summary Floodplain Encroachment Report are attachments within the Hydraulic Study. The project encroaches on the floodway (zone AE) as well as the Special Flood Hazard Area of Cirby Creek. The project will widen the existing Linda Creek Bridge with two additional columns and will lengthen the existing Cirby Creek concrete channel lining approximately 15-feet. Based on the hydraulic modeling, the results show that there is no change in water surface elevation and channel velocity due to the base flood volume (0.0002 acre-feet) displacement. Therefore, there is no significant encroachment in the floodplain.