

Memorandum

To: Liza Walker,
Associate Environmental Planner,
District 03—Office of Environmental Management

Date: July 1, 2015

From: DEPARTMENT OF TRANSPORTATION
DISTRICT 3/NORTH REGION

File: 01-43060
Hum-254-0.8/43.1
Bridge Rehab

Subject: Environmental Document Assessment- Noise and Air Quality.

NOISE:

This project is considered a Type III project and it is exempt from traffic noise impact analysis under Title 23, Part 772 of the Code of Federal Regulations (23CFR772). Traffic noise impact is not anticipated to occur, therefore, no abatement measures such as a soundwall is considered.

FHWA requires traffic noise impact analysis for Type I projects which is defined as a proposed Federal or Federal-aid highway project for the construction of a highway on a new location, or the physical alteration of an existing highway where there is either a substantial horizontal or substantial vertical alteration, or an addition of a through-traffic lane(s).

Substantial Vertical Alignment alteration includes when a project removes shielding thereby exposing the line-of-sight between the receptor and the traffic noise source. This is done by altering either the vertical alignment of the highway or the topography between the highway traffic noise source and the receptor. There are no natural or man-made shielding in the project limits that breaks the line of sight between source of noise (highway) and a receptor. Therefore, the alteration of vertical alignment with regard to traffic noise is not considered substantial for this project.

Substantial Horizontal Alignment alteration is defined by a project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition. The highway improvements proposed for this project will not alter the existing horizontal alignment substantially as defined above.

Construction Noise

All work is conducted during daylight hours from Monday through Friday. Exceptions occur during stated emergencies only.

During construction noise may be generated from the contractors' equipment and vehicles. Caltrans requires the Contractor to conform to the provisions of Standard Specification, Section 14-8.02 "Noise Control". "Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.". Equip an internal combustion engine with manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

AIR QUALITY:

This project is exempt from all air quality conformity analysis requirements per Table 2 of 40 Code of Federal Regulations (CFR) §93.126, subsection **"Safety"**. No further analysis is required.

Construction Impacts

The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM₁₀, would be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature. Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C "Emission Reduction" and Section 14-9.03 "Dust Control". Provision 14-9.02 "Air Pollution Control" requires the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

For questions please contact me at 530-741-4581. Thank you.

Saeid Zandian,
Noise/Air Quality Branch,
Office of Environmental Engineering,