Draft Environmental Impact Report

Interstate 80 Freeway Improvement Project

Photograph by Jon Hirtz, Caltrans Photography

On Interstate 80 from 1.1 km west of the Sacramento/Placer County line to 1.56 km east of the Route 65 connector in Placer County

03-SAC-80-KP 27.8/29.0 (PM 17.3/18.0)
03-PLA-80- KP 0.0/8.3 (PM 0.0/5.1)
State Clearinghouse Number: 2004022041

March 23, 2004

Caltrans

Caltrans Metric

General Information About This Document

What's in this document?

This document is a Draft Environmental Impact Report (DEIR), which examines the potential environmental impacts of alternatives for the proposed project located within Sacramento and Placer counties, California. The document describes why the project is being proposed, alternative methods for constructing the project, the existing environment that could be affected by the project, and potential impacts from each of the alternatives.

What you should do?

- Please read this DEIR.
- We welcome your comments. If you have any concerns regarding the proposed project, please attend the Public Information Meeting and/or send your written comments to Caltrans by the deadline. Submit comments via regular mail to Caltrans, Attn: Japtej Gill, Environmental Management, 2389 Gateway Oaks, Suite 100, Sacramento, CA 95833; submit comments via email to japtej_gill@dot.ca.gov.
- Submit comments by the deadline: **May 7, 2004**

What happens after this?

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) undertake additional environmental review of project alternatives, or (3) abandon the project. If the project were given environmental approval and funding were appropriated; Caltrans could design and construct all or part of the project.

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03-SAC-80 KP 27.9/29.0 (PM 17.3/18.0)
03-PLA-80-KP 0.0/8.3 (PM 0.0/5.1)
EA 367800
SCH# 2004022041

In and near Sacramento and Placer counties from 1.1 km west of the Sacramento/Placer County line to 1.56 km east of the State Route 65 connector in Placer County

DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE INTERSTATE 80 FREEWAY IMPROVEMENT PROJECT

Submitted Pursuant to: California Division 13, Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

16 Mar 2004
Date of Approval

Kome Ajise
Kome Ajise, AICP
Chief, North Region Environmental Planning

Executive Summary

The California Department of Transportation (Caltrans), in coordination with the counties of Sacramento and Placer, has initiated environmental review and preliminary design on the Interstate 80 (I-80) Freeway Improvement Project. This project proposes to address current recurring peak period congestion as well as more prolonged future congestion by adding capacity in each direction on mainline I-80 from 1.1 kilometers (0.70 miles) west of the Sacramento/Placer County line to approximately 1.56 kilometers (0.97 miles) east of the State Route 65 connector in Placer County. The total length of the proposed project is 9.5 km (5.8 miles).

Alternatives

There are currently three build alternatives and a no-build alternative under consideration for improving the roadway system. The three build Alternatives are consistent with the Sacramento Area Council Of Governments (SACOG) I-80 Corridor Study Investment Strategy Report. The addition of auxiliary lanes for the three build alternatives is one of the components of the short-term strategy while the addition of the High Occupancy Vehicle (HOV) lanes for Alternative 2 is a component of the long-term strategy for the I-80 corridor (see Table 3). The estimated cost of construction for the alternatives ranges from approximately $10 million to $89 million including right-of-way costs (see Table 4). When approved, this project will be proposed for programming by the California Transportation Commission (CTC) for final design and construction in the State Transportation Improvement Program (STIP). The following is a brief summary of the alternatives (see Chapter 2 of this DEIR for more in-depth alternative comparisons).

Alternative 1

This alternative proposes to improve freeway operations by adding a mixed-flow lane in each direction of I-80, an auxiliary lane addition in the eastbound direction on I-80 between the Auburn Boulevard/Riverside Avenue and Douglas Boulvard interchanges as well as in the westbound direction of I-80 between the Atlantic Street and Douglas Boulevard interchanges, improved ramp configurations, and Traffic Operation System (TOS) enhancements. The improved ramp configurations would include HOV bypass lanes. Permanent proposed features such as sound walls, retaining walls, and tieback walls would be aligned to provide enough space for the ultimate built roadyway facility.

Alternative 2

This alternative is similar to Alternative 1, except that an HOV lane addition is proposed instead of a mixed flow lane. In addition, California Highway Patrol (CHP) enforcement areas will be added in the median.

Alternative 3

Alternative 3 proposes the installation of only one eastbound I-80 auxiliary lane between the Auburn Blvd/Riverside Ave. and Douglas Blvd interchanges. Included is installation of all TOS elements for the length of the project.

Alternative 4 "No-Build"

The fourth alternative, the no-build Alternative, proposes to maintain the existing freeway geometric configurations without any mainline capacity improvements, auxiliary lanes, or TOS elements.

Areas of Known Controversy

An Initial Study/Negative Declaration (IS/ND) pursuant to the California Environmental Quality Act (CEQA) was prepared for this project in April of 2003 and subsequently circulated for public review. A Notice of Determination (NOD) was posted at the State Clearinghouse on June 30, 2003. However, a lawsuit was filed on the same day by the Sacramento Metropolitan Air Quality Management District (SMAQMD) and received by Caltrans on August 1, 2003. The SMAQMD contended that Caltrans failed to comply with the requirements of CEQA because this project could have a significant environmental impact on the existing air quality from construction emissions and that this potential impact was not adequately analyzed in the IS/ND. In light of the lawsuit, Caltrans decided to do a more in depth analysis of the potential impacts that construction emissions may have on the existing air quality. Therefore, in compliance with CEQA Section 15073.5(d), Section 3.3 of this DEIR analyzes subsequent air quality emissions modeling and discusses any impacts that construction equipment generated emissions may have on the air quality adjacent to the project.

Potential Environmental Impacts

Table 1, on the following pages, briefly describes the potential environmental impacts that may occur if any improvements along this segment of I-80 are approved and constructed. Since the build alternatives (Alternatives 1 & 2 and to a lesser degree Alternative 3) would have essentially the same effects on the existing resources and are within the same area of study, please consider all mitigation, minimization, and avoidance measures applicable to all build alternatives. See also Chapter 3 of this DEIR for more in depth discussion of the potentially affected resources and environmental impacts associated with this project.

Table 1. Potential Environmental Impacts, Mitigation Measures, and Significance After Mitigation

Affected Resource	Potential Impacts	Mitigation, Minimization, and Avoidance Measures	Significance Finding After Mitigation Incorporation
Storm Water-Hydrology	The widening of Linda Creek and Miners Ravine bridges, as well as other construction activities may impact storm water runoff and local hydrology within the project area (see also Section 3.1 of this DEIR).	1. The designated Caltrans contractor is required to implement BMPs that can be found in the Storm Water Project Planning and Design Guide or in Section 7-1.01 G of the Caltrans Standard Specifications handbook, to ensure there are no significant impacts such as erosion or siltation on or off the project site. 2. Adherance to the conditions of the Caltrans Statewide NPDES Permits and the ACOE 404 permit, CDFG 1601 streambed alteration agreement, and CVRWQCB certification (see also Section 3.1.2 for more details).	Less Than Significant

Affected Resource	Potential Impacts	Mitigation, Minimization, and Avoidance Measures	Significance Finding After Mitigation Incorporation
Hazardous Waste	Aerially Deposited Lead may occur in the soil adjacent to the existing roadway and could potentially be disturbed during construction of any roadway improvements. Asbestos has been found within the metal beam guardrail bearing pad shims that are on the Linda Creek Bridge (see also Section 3.2 of this DEIR).	1. If conflicts between contaminated soils cannot be eliminated then soils containing hazardous levels of ADL will be excavated and disposed of at a Class 1 Disposal Facility or a Class 2 Disposal Facility permitted by the CVRWQCB before completion of the proposed project. 2. The Linda Creek bearing pad shims will require removal and proper disposal by a licensed and certified asbestos abatement contractor in conjunction with the planned bridge widening (see also Section 3.2.2 for more details).	Less Than Significant
Air Quality	Construction of the project may temporarily impact ambient air	1. The contractor's use of BMPs and compliance with Caltrans Standard Specifications, which includes Section 7-1.01F, "Air Pollution Control", and Section 10, "Dust Control", will mitigate the temporary construction-	Less than significant

Affected Resource	Potential Impacts	Mitigation, Minimization, and Avoidance Measures	Significance Finding After Mitigation Incorporation
	quality standards within the project vicinity (see also Section 3.3 of this DEIR).	related emission impacts (see also Section 3.3.3 for more details).	
Noise	Widening the freeway prism will impact the existing noise levels along the I-80 corridor within the proposed project limits (see also Section 3.4 of this DEIR).	1. Caltrans will incorporate noise abatement measures in the form of the noise barriers if feasible: NB3, and NB5-1 to 4 as characterized in Figures 5a-f. These walls would range in height from 4.3 to 4.9m (14 to 16 ft). For Alternative 3, sound walls will only be included adjacent to the new or modified auxiliary lane. 2. Construction noise is regulated by Caltrans' standard specifications (Section 7-1.01I, "Sound Control Requirements"), which state that noise levels generated during construction shall comply with applicable local, state, and federal regulations and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications (see also Section 3.4.3 for more details).	Less Than Significant
Wetlands-Waters of	Widening of the Linda Creek and Miners	1. ESAs will be identified at the edge of the designated work areas to prevent additional impacts to wetlands, other riparian vegetation and waterways.	Less Than Significant

Affected Resource	Potential Impacts	Mitigation, Minimization, and Avoidance Measures	Significance Finding After Mitigation Incorporation
the U.S.	Ravine bridges for Alternatives 1 & 2 may impact existing Waters of the U.S. including Wetlands (see also Section 3.6 of this DEIR).	2. Where work areas encroach on live streams, barriers adequate to prevent the flow of muddy water into streams shall be constructed and maintained between construction areas and streams. 3. All temporary fill required for stream crossing/work will be removed upon completion of in-stream work activities and prior to October 15th of that construction year (see also Section 3.6.3 for more details).	Significant
Vegetation	Oak tree and riparian vegetation removal will impact the quantity and composition of the existing vegetation (see also Section 3.7 of this DEIR).	1. As part of the project and in accordance with each City's Oak Tree Preservation Ordinance native trees will be identified, evaluated and tagged. Oak trees that are greater than or equal to 6 inches in diameter at breast height (dbh) that are removed as a result of the proposed project will be replaced at a ratio of one seedling for every 1 inch of tree dbh removed. 2. Only native California plant species that are appropriate for the project area shall be used in revegetation efforts. 3. All off road construction equipment shall be cleaned of potential noxious weed sources before entry to the project area is granted. 4. The office of Landscape Architecture shall coordinate with a biologist in the Office of Environmental Management to prepare an erosion control and re-	Less Than Significant

Affected Resource	Potential Impacts	Mitigation, Minimization, and Avoidance Measures	Significance Finding After Mitigation Incorporation
		vegetation plan for areas disturbed by construction activities (see also Section 3.7.3 for more details).	
Wildlife	Construction of any of the build alternatives may impact various wildlife species and their associated habitats (see also Section 3.8 of this DEIR).	1. The project's special provisions shall include the requirement of temporary work stoppage in the event that any migratory bird species nesting sites are detected in the work area during construction activity. 2. If any work is anticipated on bridge or over-crossing structures between February 15 and September 1, daily scalping of partially completed nests is permitted to discourage nesting. Prior to February 15, existing nests shall be removed and exclusionary devices such as netting may be used. 3. A qualified biologist will perform a nesting bird survey prior to the removal of vegetation in the riparian zone of Cirby Creek and Miners Ravine where access to the stream channel is required. If nesting birds are present, no construction activities that will interfere with nesting activities will be permitted until a qualified biologist determines the nest is no longer in use. 4. If tree removal is scheduled to take place between February 15th and September 1st, then a qualified biologist will perform a nesting bird survey prior to the removal of trees within the project limits. If nesting birds are present, no construction activities that will interfere with nesting activities will be permitted until a qualified biologist determines the nest is no longer	Less Than Significant

Affected Resource	Potential Impacts	Mitigation, Minimization, and Avoidance Measures	Significance Finding After Mitigation Incorporation
		in use (see also Section 3.8.3 for more details).	
Endangered Species	Construction within suitable Chinook salmon, and Steelhead habitat may impact the aforementioned protected species (see also Section 3.9 of this DEIR).	1. Steelhead and salmon may be present in Cirby Creek and Miners Ravine. Impacts to sensitive salmonid species will be avoided by conducting in water work during the period between migration runs, and when non-natal juvenile salmonids are least likely to be present. Therefore in water work, may only proceed between June 1st and October 15th. All temporary fill required for the stream crossing/work platform will be removed upon completion of in-stream work activities (prior to Oct. 15). 2. Caltrans shall ensure that the contractor conducts work operations so as to allow free passage of all age classes of steelhead and Chinook salmon in Miners Ravine and Cirby Creeks at all times. Any intakes that may be required for water pumps associated with wetting/ irrigation/ de-watering of sites shall be screened to NMFS specifications for salmonids. 3. A qualified fishery biologist will be present on site to relocate any sensitive salmonid species in the immediate construction area before culverts and fill are installed and removed (see also Section 3.9.3 for more details).	Less Than Significant
Aesthetics	The addition of new lighting (luminaries), sound walls, and	1. Areas in front of barriers/soundwalls, will be planted with appropriate vegetation to reduce reflective glare. 2. In locations of potential soundwalls, the project Landscape Architect will	Less Than Significant

Affected Resource	Potential Impacts	Mitigation, Minimization, and Avoidance Measures	Significance Finding After Mitigation Incorporation
	vegetation removal may impact the existing visual environment within the area of the proposed freeway improvements (see also Section 3.18 of this DEIR).	coordinate with the City of Rocklin to create aesthetically pleasing designs. 3. An earthen berm will be used in place of or in conjunction with the proposed soundwall in some locations. The berm will be planted and maintained by Caltrans. 4. Luminaires would be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. 5. Low- pressure and high-pressure sodium fixtures that are not color corrected should not be used. Luminaire intensity should be the minimum allowable for traffic safety. 6. In areas of potential soil erosion, native seeding will also be used to help control erosion. 7. The species composition should reflect species that are native and indigenous to the project area. The species list should include trees, shrubs, and a herbaceous understory of varying heights, as well as evergreen and deciduous types (see also Section 3.18.3 for more details).	

Table of Contents

List of Technical Studies that are Bound Separately

These reports are available for review at the North Region Office of Environmental Management located at 2389 Gateway Oaks, Sacramento, CA 95833. Please contact Jerry Snow at 916-274-0626 or via email at jerry_snow@dot.ca.gov for additional information regarding the technical studies.

Wulf, Erick. Historic Property Survey Report, California Department of Transportation. North Region Office of Environmental Management, California GPO January 2002.

Wulf, Erick. Archaeological Survey Report, California Department of Transportation. North Region Office of Environmental Management, California GPO December 2001.

Rappold, Joan. Historic Architectural Survey Report, California Department of Transportation, North Region Office of Environmental Management, California GPO December 2001.

Auslam, Michael J. & Krishnamurthy, Sundy. Traffic Operational Study Report, California Department of Transportation, Sacramento Office of Traffic Operations, California GPO December 2001.

Jones & Stokes. Visual Impact Analysis, Prepared for the California Department of Transportation, North Region of Landscape Architecture, California GPO January 2002.

McKeon, Aaron. Community Impact Assessment, California Department of Transportation, North Region Office of Environmental Management, California GPO July 2002.

Burg, Richard & Kennedy, Amy. Natural Environmental Study, California Department of Transportation, North Region Office of Environmental Management, California GPO August 2002.

Hakim, Hamid. Water Quality Report, North Region NPDES Office, California GPO December 2001.

Philipp, James. Floodplain Hydraulic Study, California Department of Transportation, Office of Design East-Hydraulics Branch, California GPO April 2002.

Jones and Stokes. Noise Study Report, Prepared for the California Department of Transportation, North Region Office of Environmental Management, California GPO March 2002.

Tam, Benjamin & Tang, Sharon. Air Quality Analysis Report, California Department of Transportation, North Region Office of Environmental Management, California GPO July 2002.

Beyer, Alicia. Hazardous Waste Assessment, California Department of Transportation, North Region Hazardous Waste Office, California GPO December 2002.

List of Figures & Attachments

List of Tables

Table 2. List of Abbreviated Terms

Acronym/Abbreviation	Definition
AAQS	Ambient Air Quality Standards
AADT	Annual Average Daily Traffic
ACM	Asbestos Containing Material
ACOE	Army Corps of Engineers
ADL	Aerially Deposited Lead
APE	Area of Potential Effect
BMP	Best Management Practices
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCTV	Closed Circuit Television camera
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation & Liability Act
CESA	California Endangered Species Act
CHP	California Highway Patrol
CIS	Corridor Investment Strategy
CISA	Cumulative Impact Study Area
cm	Centimeter
CMS	Changeable Message Sign
CNDDB	California Natural Diversity Data Base
CO	Carbon monoxide
CTC	California Transportation Commission
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
CWHR	California Wildlife Habitat Relations Program
dba	Decibel- A unit for describing the amplitude of sound.
dbh	Diameter At Breast Height
DEIR	Draft Environmental Impact Report
EB	Eastbound
EPA	U.S. Environmental Protection Agency
ESA	Environmentally Sensitive Area
ESU	Environmentally Significant Unit
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FEW	Fresh Emergent Wetland (habitat)
FHWA	Federal Highway Administration
ft	Feet
GGRAC	Gap Graded Rubberized Asphalt Concrete
HSA	Hydrologic Sub-Areas
HASR	Historical Architectural Survey Report
HMMP	Habitat Mitigation & Monitoring Proposal
HOV	High Occupancy Vehicle
I-80	Interstate 80
in	Inch(es)
IS/ND	Initial Study/Negative Declaration
km	Kilometer
KP	Kilometer Post
Kph	Kilometers Per Hour

Acronym/Abbreviation	Definition
kv	Kilovolt
L_{dn}	Day-Night Average Sound Level.
L_{eq}	Equivalent Sound Level.
LOS	Level of Service
m	Meter(s)
MBGR	Metal Beam Guardrail
mph	Miles Per Hour
MTIP	Metropolitan Transportation Improvement Plan
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NB	Noise Barrier
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
N/m^2	Newton's/Per Square Meter
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NOD	Notice of Determination
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	Ozone
PCAPCD	Placer County Air Pollution Control District
PCTC	Placer County Transportation Commission
PCTPA	Placer County Transportation Planning Agency
PM	Post mile
PM_{10}	Suspended particulate matter; Ten-Microns in diameter or less
ppm	Parts per million
RCRA	Resource Conservation & Recovery Act
RE	Resident Engineer
RIV	Riverine (habitat)
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP	Regional Transportation Plan
SACMET	Sacramento Metropolitan Area Planning Model
SACOG	Sacramento Area Council of Governments
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SPL	Sound Pressure Level
SR	State Route
STIP	State Transportation Improvement Program
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCM	Traffic Control Measure
TMS	Traffic Monitoring Station
TOS	Traffic Operation System
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
VH/Y	Vehicle Hours/Per Year
VIA	Visual Impact Assessment
vph	Vehicles Per Hour

Acronym/Abbreviation	Definition
VOC	Volatile Organic Compounds
VQ	Visual Quality
VRI	Valley Foothill Riparian (habitat)
WB	Westbound
WET	California Waste Extraction Test
WPCP	Water Pollution Control Plan

Chapter 1 Project Description

1.1 Project Purpose & Need

Caltrans proposes freeway improvements on the I-80 corridor to meet the following objectives: improve mobility, relieve congestion, maintain trip reliability, and enhance the overall safety for motorists using the freeway from near the Sacramento/Placer County line to east of the State Route (SR) 65 connector (please see Figures 1 & 2 on pages 8 & 9 for project regional and vicinity mapping).

The projected travel demand increase on the I-80 freeway corridor will, within the 20-year planning horizon, impact the freeway to a point of operational breakdown by prolonging traffic congestion during the peak commute periods. Traffic patterns have changed due to the urban growth of the South Placer County sub region, the demand for recreational facilities in the Sierra Nevada and Reno, Nevada to the east, and the increase in daily interregional commuter traffic. Therefore freeway improvements are required on I-80 to address the objectives listed above in order to alleviate the problems associated with increased traffic loads on the regional transportation infrastructure.

1.2 Project Description

The Caltrans District 3 Office of Travel Forecasting and Modeling forecasts that the present Level Of Service on I-80 will continue to deteriorate until traffic demand exceeds the roadway capacity in 2005. The resulting congestion and its impacts are a growing concern on the I-80 corridor between the Sacramento/Placer County line and east of the SR 65 interchange. Typically, a freeway is defined as congested if the average vehicle speeds are observed at less than 35 Miles Per Hour (mph)/56 Kilometers Per Hour (kph) for a fifteen-minute or greater time period. Both directions of I-80 meet the congestion criteria, with sampled peak hour speeds of 39kph (24mph) and 37kph (23mph) recorded in the westbound and eastbound directions, respectively. From Fall 2000 to Fall 2001, the average peak congestion increased 83 percent to 419,000 vehicle-hours per year (VH/Y) in the eastbound direction and 44 percent to 40,000 VH/Y in the westbound direction. Vehicle hours per year are defined as the total stop delay of all vehicles traveling on I-80 within a one-year period. Typical congested-related type accidents such as rear-end collisions

make up 91 percent of the recorded accidents that only adds to the inefficiency of the freeway system.

The three proposed build alternatives address the objectives of the project. Alternatives 1 and 2 include freeway improvements such as an additional mainline lane, extended auxiliary lanes, and traffic operations systems improvements. Alternative 1 will meet the project objectives with the addition of mixed flow lanes, which allow all vehicles access at all times, including peak hours. However, Alternative 2 proposes that the additional mainline lane be a part-time high occupancy vehicle lane, which will promote mass transit and carpooling during peak hours. In addition, Alternative 2 would adjoin the HOV lane addition project on I-80 (currently under construction) that when completed will extend eastward from Watt Avenue to near the Sacramento/Placer County line. Alternative 3 seeks to improve the freeway traffic through implementation of only the auxiliary lanes and traffic operations system elements as described in Alternatives 1 and 2. In conjunction with the TOS elements, the freeway lane additions would improve the traffic flow on the freeway and interchanges by providing more efficient traffic merges, peak hour onramp metering, and dynamic roadway condition updates. Other elements of the TOS system such as closed circuit television cameras and traffic monitoring stations provide real-time monitoring of traffic flow, allowing for quicker traffic incident response to clear the freeway of distractions or obstructions. Table 3 is a simple matrix of the proposed freeway improvements that not only describes the proposed freeway improvements, but also depicts which improvements are germane to each alternative. The no-build Alternative was left out of this matrix, because none of the proposed improvements would be associated with this alternative. For a complete discussion of the proposed improvements please review Chapter 2, project alternatives.

Table 3. Summary of Proposed Improvements

Improvement	Location/Description	Alternative		
		1	2	3
Mainline Lane Additions	Addition of one mainline lane on I-80 in each travel direction from approximately the Sacramento/Placer County line to east of SR 65 [Sac-80 K.P. 27.8 (PM 17.3) and Pla-80 KP 8.3 (PM 5.1)].	√	√	
Auxiliary lane addition or extension	1. Extension of outside lane on eastbound I-80 from Riverside Avenue/Auburn Boulevard to exit at Douglas Blvd.	√	√	√
	2. Extension of outside lane on westbound I-80 between the Atlantic Street and Douglas Boulevard interchanges	√	√	
Retaining Walls	Approximately 3.7 km (2.3 miles) of roadway retaining walls for Alternatives 1 and 2. Approximately 0.3 km (0.2 miles) of retaining walls for Alternative 3.	√	√	√
Widening of I-80 bridge structures	1. Linda Creek bridge, widen structure up to 4.6m (15ft) in the eastbound direction (Bridge #190027).	√	√	√
	2. Miner's Ravine bridge, widen up to 4.6m (15ft)in the eastbound and westbound directions (Bridge #190056).	√	√	
Widening and abutment fill improvements under over crossing structures	1. Install slope paving for both abutment fills at the Cirby Way Over crossing (Bridge #19134)	√	√	√
	2. Re-grade abutment slope on the eastbound side of abutment fill under Douglas Blvd. (Bridge #190079)	√	√	
	3. Widening of roadway into abutment fills using tieback retaining walls at Lead Hill Rd., widen up to 3m (10ft) into abutment fill with tieback walls for eastbound and westbound (Bridge #19150).	√	√	√
	4. Widening of roadway into abutment fills using tieback retaining walls at Eureka Rd./Atlantic St., widen up to 3m (10ft) into abutment fill with tieback walls for eastbound and westbound (Bridge #190058).	√	√	
California Highway Patrol (CHP) enforcement areas	1. Include a directional CHP enforcement area in the median for the westbound direction between the Linda Creek Bridge and Douglas Blvd. Over crossing. 2. Include a directional CHP enforcement area in the median for the westbound direction between the Taylor Rd. over crossing the State Route 65 connector. 3. Include a directional CHP enforcement area in the median for the eastbound direction between Eureka Rd./Atlantic St. and Roseville Parkway		√	
Traffic Operations Systems (TOS) improvements	Proposed installation of ramp metering, closed circuit television cameras, traffic monitoring stations, and changeable message signs: 1. Ramp metering systems for all eastbound and westbound onramps. 2. HOV bypass lane for all onramps except at Douglas Blvd. Interchange, westbound Riverside/Auburn, and westbound Eureka Rd./Atlantic St. 3. Four closed circuit television cameras located near Cirby Way, Douglas Blvd., Eureka Rd./Atlantic St. and SR 65. 4. Five traffic monitoring stations located at Cirby Creek, Lead Hill Rd., Taylor Rd., and SR 65. 5. One changeable message sign located near Lead Hill Rd.	√	√	√
Sound walls	Three sets of sound walls. The longest segment in on the right side of the westbound traffic in the eastern limits of the project.	√	√	√

1.3 Environmental Setting

The project site is located at the northern end of Sacramento County/southern end of Placer County and within the cities of Citrus Heights, Roseville, and Rocklin California. This area is also part of the Great Central Valley Floristic Province, Sacramento valley subregion. The climate fluctuates with the seasons with hot dry summers and cool wet winters. Average annual rainfall in the project area is around 56cm (22in). Elevations range throughout the project site between 45 to 61m (150 to 200ft). The project is located in the Citrus Heights United States Geological Survey (USGS) topographic quadrangle at T 10N, R 6E, S 1, 11, 12, 14, 15; the Roseville Quadrangle T 10/11 N, R 6E, S 1, 25, 35, 36; and T 11E, R 6/7 N, S 1, 25 and 30 of the Rocklin quadrangle.

Land uses near the project area are dominated by residential, industrial, and commercial development. The industrial and commercial developments tend to be clustered near the interchanges. Open space, consisting of native oaks and grasslands, as well as private residences are generally spread in between the interchanges.

The visual nature of the project area is dominated by the freeway corridor itself. Interstate 80 is a major route on the Federal Interstate System that traverses California from its western limits in the San Francisco Bay area to the eastern California/Nevada border. It continues eastward outside California toward the northeastern United States and terminates in New Jersey. The freeway in California is also part of the National Priority Network beginning from the Interstate 5/Interstate 80 junction in Sacramento to the California/Nevada border in the east. The freeway is the predominant commercial and recreational route serving Northern California and the Sacramento Valley. In addition to interstate traffic, I-80 serves a large number of commuters traveling between northeast Sacramento, South Placer County, the Sacramento downtown area, and other westerly locations on I-80.

1.4 Right-of-Way (ROW) Acquisition

The three build alternatives require additional ROW and temporary construction easements. In locations where ROW is to be acquired, the amount of additional ROW is based on the ultimate freeway width. The January 2001 Interstate 80 Transportation Concept Report identifies a ten lane ultimate concept facility between Madison Avenue in Sacramento County and into Placer County near the Cirby Way overcrossing. An eight lane facility is proposed between Cirby Way and Sierra College Blvd. in Placer County. With the liklehood for I-80 to reach its ultimate capacity within the next 20 years or sooner, roadway structures will be widened to the ultimate width, while freeway elements such as soundwalls, retaining walls, and TOS elements will be placed at locations corresponding to the ultimate lane configuration.

Alternatives 1 & 2

Three locations within the project limits will require additional ROW. The locations are as follows:

1. South of I-80 between Douglas Boulevard and the Lead Hill Boulevard Overcrossing. Additional ROW will be required in order to meet minimum side slope and ROW buffer requirements from KP 3.5 to 4.2, (PM 2.2 –2.6).
2. South of I-80 near the westbound Douglas Boulevard offramp at KP 2.8, (PM 1.7).
3. South of I-80 approximately 140m (460ft) west of the East Roseville Parkway Overcrossing at KP 5.4 (PM 3.4).

The total ROW estimated to be acquired is 0.7 hectares (1.7 acres). Up to 50 parcels may be affected by the improvements, as well as existing utilities.

An additional 0.13 hectares (0.32 acres) are proposed for temporary construction easements at three locations. The construction easements would be at the following locations:

1. South side of I-80 from KP 2.33 to 2.53 (PM 1.45-1.57)
2. South side of I-80 from KP 2.69 to 2.80 (PM 1.56-1.74)
3. South side of I-80 from KP 1.62 to 1.73 (PM 1.0-1.1)

Any ROW acquisition on the north side of the I-80 freeway from KP 5.1 to 5.7 (PM 3.2-3.5) is restricted by the alignment of the Union Pacific railroad tracks and its close proximity to the freeway.

Alternative 3

Alternative 3 requires the acquistion of the same ROW described as location number one for Alternatives 1 and 2. The total amount of ROW required is 0.6 hectares (1.5 acres). This alternative also requires temporary construction easements in the same locations as the first two alternatives.

1.5 Required Approvals

Lead Agency Approvals With EIR

The discretionary actions required by Caltrans, as the lead agency under CEQA, for project implementation include the following:

- Certification of the Environmental Impact Report
- Approval of the proposed freeway improvements, this could be either the environmentally preferred alternative or another alternative.
- Approval of final engineering designs and advertisement of construction bids for the approved project
- Approval of right-of-way acquisition for the approved project
- Approval to award the construction contract for the approved project

Approval by other Agencies and Permits Required

The following agencies are expected to use this EIR for approval of the following actions:

- California Department of Fish and Game– Section 1601 Streambed Alteration Agreement
- Central Valley Regional Water Quality Control Board- Section 401 Water Quality Certificate
- U.S. Army Corps of Engineers- Section 404 (Nationwide) permit
- Placer County Air Pollution Control District-removal of asbestos containing materials general permit

1.6 Funding and Stage Construction

This project has money allocated for the following phases of work: Project Initiation Document (Planning); Environmental Approval (Environmental); and Plans, Specifications & Estimates (Design). Funding for Right-of-Way acquisition and Construction phases have not yet been identified. It is anticipated that the entire project would be constructed in phases as funding becomes available. Funding the project by phases is currently being explored with the project stakeholders. The Placer County Transportation Planning Agency (PCTPA) has selected this project as its highest priority for any potential federal funds. Construction and ROW costs for this project would be funded by future STIP funds, local program dollars, or a combination of both. Funding needs for this project will be identified in the 2004 STIP cycle.

The construction sequence of the project is dependent on whether the project alternatives would be completed as one contract or if the project is constructed in phases. Conceptual construction discussions have occurred with the traffic management, construction, and traffic engineering offices regarding major issues. In general, construction would be shielded from live traffic with a temporary concrete barrier (k-rail), whenever possible. In situations where a positive barrier is not practical, construction would occur during off peak hours. Ramp closures would be kept to a minimum, with long term ramp closures avoided. Widening on the median and on the outside shoulders would be required for the project improvements. The inside median would be widened first, with traffic redirected onto part of the existing shoulder. The outside shoulder widening would follow, with traffic redirected on the inside median. Temporary paved ramp connections may be used, if temporary ramp closures are not efficient.

Figure 1 – Regional Map

Figure 2 – Vicinity Map

In and near Sacramento and Placer counties from 1.1 km (0.7mi) west of the Sacramento/Placer County line to 1.56 km (~1mi) east of the SR 65 connector in Placer County.