



Preliminary Environmental Analysis Report

Project Information

District 03 County Yuba Route 65/70 Post Mile 65, PM 7.5/9.2 and 70, PM 7.0/9.0 EA 03-3E810K

Project Title Yuba River Parkway Interchange Connections at the Route 65/70 Interchange, Route 65/McGowan Parkway Interchange, and Route 70/Erle Road Interchange

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Project Description

Purpose and Need

Need: Routes 20 and 70 through Marysville currently experience recurrent traffic congestion and safety issues that are exacerbated by truck traffic. A convenient and direct Marysville bypass between Route 20 at the northerly terminus and Routes 65 and 70 at the southerly terminus designed to safely integrate truck traffic is needed to alleviate traffic congestion and safety issues in Marysville.

Furthermore, planned development in The County, particularly in the Linda and Olivehurst areas will increase traffic demands beyond capacity at the existing Route 65/McGowan Parkway, Route 65/70, and Route 70/Erle Road interchanges. Improvements at these interchanges are needed to alleviate traffic congestion resulting from planned development as well as the increased demand from traffic using Yuba River Parkway as a Marysville Bypass.

Purpose: This project's purpose is to alleviate existing and future traffic congestion and safety issues in Marysville by constructing the southerly termini of a Marysville bypass with Routes 65 and 70 designed to safely integrate truck traffic. The Yuba River Parkway southerly termini would incorporate the most reasonably direct route of travel between Route 20 and Routes 65 and 70 to encourage drivers to use Yuba River Parkway as parallel capacity to Routes 20 and 70 through Marysville. This project would improve the Route 65/McGowan Parkway, Route 65/70, and Route 70/Erle Road interchanges to accommodate bypass traffic as well as planned development in the Linda and Olivehurst areas. Each of these interchanges would operate at Level of Service (LOS) D or better using 20 year traffic forecasts.

Description of Work

The Yuba River Parkway Route 65/70, McGowan Parkway, Erle Road Interchange Project proposes to improve the interchange at each of these three locations. These interchange improvements are necessary to provide traffic circulation to and from the southerly terminus of Yuba River Parkway. The Yuba River Parkway is a proposed arterial roadway located in Yuba County (the County) with a southern terminus in East Linda near the Route 65/70 interchange and extending north to Route 20. The Project Study Report

(PSR), to which this Preliminary Environmental Analysis Report (PEAR) is an attachment, is initiated and sponsored by the County to improve local and interregional traffic circulation.

The three interchanges will proceed separately to Project Approval and Environmental Document (PA&ED) phase for more detailed study of the proposed alternatives. Route 70/Erle Road Interchange, Route 65/McGowan Parkway Interchange, and the Yuba River Parkway/Route 65 & 70 Interchange options in this document will be used for planning and funding purposes with the intent of developing more details during PA&ED. This document will assist in the phasing of these three interchange improvements. Based on the results of the PSR, Alternative 4 (Including McGowan Parkway/Route 65 Interchange Option A, Yuba River Parkway/Route 70 Connectors Option A, and Erle Road/Route 70 Interchange Option D) meets the Need and Purpose and is therefore recommended for planning and funding estimates to proceed to PA&ED for further study.

Alternatives

At the project engineer's direction, this PEAR only considers the No Build Alternative, and Caltrans right-of-way and access control portions of Alternative 3 (with 4 Erle Road Options and 1 McGowan Parkway Option) and Alternative 4 (with 2 Yuba River Parkway connection Options, 4 Erle Road Options and 1 McGowan Parkway Option). Other alternatives and options are described in the PSR.

Alternative 1—No Build Alternative: Under this alternative, no new connections would be made with Routes 65 and 70, and there would be no interchange improvements at Erle Road and McGowan Parkway. As shown in the Traffic Analysis, the Erle Road interchange would continue having increased traffic congestion, and would result in ultimate traffic circulation failure at and near the interchanges. Yuba River Parkway would not have adequate distribution to Routes 65 and 70, thereby preventing its function as a Marysville by-pass. Congestion and truck traffic will continue to cause problems in Marysville and Linda and route 20 westbound and southbound truck traffic will continue to circulate through Marysville. Continued regional development is forecasted to incrementally increase traffic congestion and exacerbate existing regional traffic circulation.

Alternative 3—Improvements at Erle Road and McGowan Parkway: As illustrated in the PSR, four Erle Road Options at the Route 70/Erle Road interchange. A local arterial or frontage road would extend from the Route 65/70 interchange to the Route 65/McGowan interchange with the Route 65/McGowan Option A interchange improvements.

Route 70/Erle Road

Alternative 3 would provide improvements at the Route 70/Erle Road interchange. Four Options were considered.

- Route 70/Erle Road Interchange Option A—Option A would maintain the existing interchange configuration on the west side as a compact diamond (Type L-1) interchange configuration. The east side would convert the existing hook ramps (Type L-6) to a tight diamond (Type L-1) configuration. The new northbound ramps would intersect with Erle Road at the existing Lindhurst intersection. Erle Road is widening and the frontage road is realigned further east and grade separated with the UPRR tracks. The existing Route 70 overcrossing and UPRR overhead would be widened to the maximum extent possible to comply with vertical clearance standards. Option A maximizes the widths of the existing bridges and constrains traffic operations based on this assumption.
- Route 70/Erle Road Interchange Option B—As illustrated in the PSR, Option B is the same configuration as Option A except that Option B would upgrade the interchange to accommodate operations at LOS C. Option B requires complete reconstruction of the entire interchange and Erle

Road approaches. The vertical alignments of all roadways and ramps would be raised to accommodate reconstruction of the existing bridges to accommodate vertical clearance standards and complicated staging needs.

- Route 70/Erle Road Interchange Option C—Option C would maintain the existing interchange configuration which is a combination compact diamond interchange configuration on the south side (Type L-1), and hook ramps interchange configuration on the north side (Type L-6) with one exception. A new westbound Erle to northbound Route 70 diagonal on ramp would be added that exits Erle Road east of the UPRR Overhead (OH) and is grade separated with the UPRR OH and Lindhurst Avenue. Other improvements would consist of widening the existing ramps, frontage road, and Erle Road. Existing structures would be widened to the maximum width possible to achieve vertical clearance standards.
- Route 70/Erle Road Interchange Option D—Option D would convert the existing west side of the interchange from a compact diamond (Type L-1) interchange configuration to a partial clover leaf (Type L-7, 9) configuration. The east side would maintain the existing interchange configuration on the south side (Type L-1), which consists of hook ramps intersecting Lindhurst Avenue. The existing diagonal northbound on ramp would be replaced with a new westbound Erle to northbound Route 70 diagonal on ramp that exits Erle Road east of the UPRR OH and is grade separated with the UPRR OH and Lindhurst Avenue. Other improvements would consist of widening the existing ramps, frontage road, and Erle Road. Existing structures would be widened to the maximum width possible to achieve vertical clearance standards.

Route 65/McGowan Interchange

Alternative 3 would include upgrades to the McGowan/65 interchange. The following Option was considered.

- Route 65/McGowan Interchange Option A - As illustrated in the attached layout, Option A would provide an extension of McGowan to the NE and grade separate over the UPRR. The McGowan overcrossing and ramps would be widened maintaining the existing diamond (Type L-1) configuration and same general horizontal and vertical alignments within the interchange.

Alternative 4—Improvements at Erle Road, McGowan Parkway, and 65/70: As illustrated in the PSR figures, Alternative 4 is identical to Alternative 3 with one exception, the Yuba River Parkway connects to Route 70 via direct connectors (no direct connector ramps between Yuba River Parkway and Route 65).

The extension of Yuba River Parkway to the McGowan Parkway interchange begins at the north end at a grade separation with the Route 70 direct connectors. As illustrated in the layout, the proposed design would consist of southbound Yuba River Parkway diverging left then crossing under the connector bridge. This configuration was chosen because the Route 70 connector carries higher volumes than Yuba River Parkway. If during PA&ED it is decided to have the Route 70 connector diverge left, then the Route 70 connector structure would be shorter in length as Yuba River Parkway would no longer pass beneath the Route 70 connector. Doing so would not require additional right of way as the foot print outside State right of way would not change.

Route 65/70 Interchange

- Route 65/70 Interchange Option A—Yuba River Parkway would connect to Route 70 via two lane direct ramp connections. Yuba River Parkway acts as a frontage road and would better meet driver expectation for those seeking southbound Route 65 since it parallels Route 65. The two-lane direct connectors from Yuba River Parkway to Route 70 to the south utilizing auxiliary lanes to the

McGowan northbound on and southbound off ramps. The northbound Route 70 exit would be a two exit and the southbound Route 70 exit to McGowan would be a two lane exit. Also a third lane is required on mainline southbound Route 70 to reduce weaving issue between the southbound connector entrance to Route 70 and southbound exit to McGowan Parkway. All connectors would be grade separated above Routes 65 & 70 as well as the existing rail road. Caltrans will maintain access control along Yuba River Parkway for approximately ½ mile north of the existing Route 70 right of way, and ¼ mile south of the northbound merge point between northbound Yuba River Parkway and the northbound connector.

- Route 65/70 Interchange Option B—This Option is identical to Option A in that Yuba River Parkway would connect to Route 70 via two lane direct ramp connections. However, after passing beneath the connector ramps, Yuba River Parkway diverts east away from Route 65 and avoids the existing truss manufacturing plant. The connector ramps would remain on structure further east in order to grade separate with Yuba River Parkway.

Other Alternatives Considered

Alternative 2—Improvements at Erle Road Only (REJECTED)

Alternative 2 is rejected because it is not a reasonably direct bypass route alignment and fails to operate at LOS D or better. Therefore Alternative 2 does not meet the project's Need and Purpose. All intersections would operate unsatisfactorily; in particular the WB Erle to SB Route 70 on ramp move is problematic because it would experience a 1200 PHV in 2030.

Alternative 5—Improvements at Erle Road at 65/70 (REJECTED)

Alternative 5 would include improvements at the Route 70/Erle Road interchange (See Alternative 2) and would have two-lane direct connectors from Yuba River Parkway to Route 70 to the south utilizing auxiliary lanes to the McGowan NB on and SB off ramps and one-lane direct connectors from Yuba River Parkway to Route 65 to the Southwest. All connectors would be grade separated above existing Routes 65 & 70 as well as the existing rail road. Yuba River Parkway would not be extended to the Route 65/McGowan interchange and no frontage road connection is made to McGowan Parkway.

Alternative 6—Improvements at Erle Road, McGowan Parkway and 65/70 (REJECTED)

This alternative is the same as Alternative 5 but includes the Yuba River Parkway extension to the McGowan interchange where a frontage road connection is made to the Route 65/McGowan Parkway interchange. Improvements are assumed at the Route 70/Erle Road and Route 65/McGowan Parkway interchanges. This alternative has been rejected for the same reasons described in Alternative 5.

Funding

This project is currently 100% locally funded from developer impact fees, however, the County has not precluded from applying for federal funding. Due to the high level of study for this PSR, it was decided that the appropriate document would be a Project Study Report (Project Development Support) (PSR (PDS)). With this document the County could program State Transportation Improvement Program (STIP) funding for PA&ED and Plan, Specification and Estimate (PS&E), but the PSR (PDS) document would limit the ability to program construction funds and may limit the time frames for funding applications. If Capital funding becomes available, the County could do a supplemental PSR which can be completed in a shorter time frame than PA&ED. As these interchanges develop into separate projects, they may require supplemental PSR docs because of the time limitation after the PSR (PDS) approval date.

Anticipated Environmental Approval

CEQA

- Categorical Exemption/Statutory Exemption**
 Negative Declaration/Mitigated ND
 Environmental Impact Report

NEPA

- Categorical Exclusion/Programmatic CE**
 Finding of No Significant Impact
 Environmental Impact Statement

PSR Summary Statement

The anticipated CEQA environmental document for this project is an Environmental Impact Report (EIR) and Environmental Assessment/Finding of No Significant Impact (EA/FONSI). This assumes that each interchange improvement project would have independent utility and would be analyzed separately. Caltrans would be the lead agency for CEQA and if federal funding is obtained from FHWA, Caltrans, under authority delegated by FHWA, would be the lead agency for NEPA.

The potentially significant environmental issues associated with the proposed project are related to biological resources, air quality, and noise impacts. It is anticipated that the proposed project would require preparation of the following technical studies: community impact assessment, farmland impact study, visual resources study, noise study, air quality study, cultural resources studies, natural environment study, paleontological identification report, and preliminary site investigation. In addition, authorizations and approvals may be needed under the Clean Water Act, California Fish and Game Code and state and federal Endangered Species Act. Protocol-level surveys for vernal pool branchiopods may be required. Documentation on the project's effects on water quality, climate change and cumulative impacts will be needed for the project file and environmental document.

Under Alternatives 3 and 4, McGowan Parkway Option A would displace parking at one commercial business and alter access to the business. Options A - D for the Erle Road interchange would have similar environmental effects. However, Erle Road Options A and B would cause the displacement of four businesses, one residence and a church.

In comparison to Alternative 3, Alternative 4 has a greater potential for significant effects related to visual resources, air quality, noise, and agricultural resources. Alternative 4 also has the greatest potential to encounter significant paleontological resources and hazardous material sites because of the excavation required. In addition, Alternative 4 would affect a currently undeveloped portion of the Sierra View Memorial Park cemetery at the connection of the Yuba River Parkway to Routes 65 and 70. Alternative 4 is also expected to have a greater potential for effects on special-status plants and on habitat for Western burrowing owl.

Assumptions and Risks

The assumptions used in the preparation of this PEAR are:

- Study area limits will not change.
- Project has some federal involvement (funding, permitting, etc.).
- Each interchange will be improved as separate projects with independent utility.
- Other project schedule elements will not delay environmental progress.
- There is an informal or formal public workshop/open house/hearing opportunity.

Future risks for the project include:

- Requirement to conduct protocol-level surveys for vernal pool branchiopods. These surveys require two consecutive seasons of one full wet season survey and one dry season survey (or one dry season survey and one full wet season survey), or one to two years.
- Requirement to conduct additional surveys for special-status and migratory bird nests and a survey for potential burrows for western burrowing owl. This could delay the project construction schedule coincidental with the nesting season.
- Need to initiate informal and possibly formal consultation with the USFWS on the vernal pool branchiopods, valley elderberry longhorn beetle (if elderberry shrubs are present) and giant garter snake.
- Need to monitor for paleontological or archaeological resources during construction.
- Unexpected Native American concerns.
- Need to construct noise barriers along project route.
- Unexpected changes to technical study or environmental document format requirements.
- Delays in description of engineering design details that affect environmental analysis or permitting.
- Delays in review schedule.

Mitigation

Project specific mitigation would be determined at the time of project implementation; however, the following general avoidance and minimization measures are recommended:

- Erosion control, spill prevention and counter measure control plan, BMPs to protect water quality pursuant to a Storm Water Pollution and Prevention Plan (SWPPP).
- Measures to control increased stormwater runoff from the increase in impervious surfaces which could cause sedimentation and erosion in local waterways during storm events.
- A drainage study shall be completed and incorporated into a drainage plan
- Avoid introduction of invasive species into the project area.
- Reasonable compensation provided to landowners affected by the proposed project
- Soil sampling for ADL will be required along the Route 65/McGowan Parkway, Route 65/70 and Route 70/Erle Road interchanges due to heavy use by travelers and the history of use along this route. This testing should be completed before construction begins.
- If any indication of contamination, such as odors or stained soils, is encountered during grading, excavating, or other construction activities, work in the area should be stopped immediately. If hazardous materials are encountered at the Route 70/Erle Avenue Interchange the Linda Fire Protection District Hazardous Materials Team should be notified and soils tested. Similarly, the Olivehurst Fire Department Hazardous Materials Team should be contacted if hazardous materials are encountered at the Route 65/McGowan Parkway or Route 65/70 interchanges.

Mitigation will be required for any impacts to special-status species. Project specific mitigation would be determined at the time of project implementation.

Disclaimer

This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a reevaluation of this report.

Reviewed by:



Environmental Office Chief

Date: 1/30/09



Project Manager

Date: 1/30/09

Environmental Technical Reports or Studies Required

Study – requires thorough analysis including field surveys, database searches, and reports

Document – does not require field surveys; issue is incidental and may only require memo to file and brief explanation in the environmental document.

N/A – Issue is not applicable to the proposed project.

	Study	Document	N/A
Community Impact Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farmland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Visual Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floodplain Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paleontology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic River Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cumulative Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cultural			
ASR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HRER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HPSR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 106	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHPO Concurrence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Native American Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Finding of Effect _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Data Recovery Plan _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Waste			
ISA (Additional)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
PSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other <u>Structural Survey and ADL Testing</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Biological			
Endangered Species (Federal)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Endangered Species (State)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Species of Concern (CNPS, USFS, BLM, S, F)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biological Assessment (USFWS, NMFS, State)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Invasive Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Natural Environment Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NEPA 404 Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Permits			
401 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
404 Permit Coordination (NW)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1600 SAA Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US Coast Guard (Section 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State 2081 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Technical Review

Socio-economic and Community Effects

The project is located in Yuba County. Portions of the project are located at the northern limits of the unincorporated town of Olivehurst; the southern limits of the unincorporated town of Linda; and in unincorporated Yuba County. Yuba County is located in the Central Valley, north of Sacramento, along the Feather River. The county lies along the western slope of the Sierra Nevada, and most of the population is west of the mountains on the valley floor. The county's primary land use is agriculture, especially fruit orchards, rice fields, and cattle grazing.

Based on data from the 2000 Census, Yuba County has a population of 60,219. A total of 22,636 housing units are located within the County, of which approximately 54% are owner-occupied. The census-designated place of Linda has a population of 13,474. A total of 4,483 housing units are located within Linda, of which approximately 42% are owner-occupied. The census-designated place of Olivehurst has a population of 11,061. A total of 3,732 housing units are located within Olivehurst, of which approximately 65% are owner-occupied. Most of the project is served by the Marysville School District, though a small portion of the southern end of the project area is served by Plumas Lake Elementary School District.

According to the Yuba County General Plan Land Use Map and the East Linda Specific Plan Land Use Map, the project vicinity is expected to accommodate industrial, commercial, single family residential, public facility, and agricultural development. Within the project area, the Yuba County General Plan states that the area east of the McGowan interchange is zoned industrial and valley agricultural. The area west of the McGowan interchange is zoned residential. The project area east of Route 70 and South of Route 65 is zoned commercial, residential, and for public facilities. The project area west of Route 70 and South of Route 65 is zoned residential and for public facilities. The project area surrounding the proposed new Yuba River Parkway, east of Route 70, is zoned industrial. The area east of the Erle Road Interchange is zoned residential and industrial. The area west of the Erle interchange is zoned for commercial uses. For a more extensive description of land uses in the project vicinity, see Table 1.

Table 1. Land Uses by Location, Alternative, and Option

<u>Interchange</u>	<u>Quadrant/Location</u>	<u>Land Uses</u>
<i>Route 65/McGowan Parkway Interchange</i>		
	NW quadrant	Residential (mobile home park)
	SW quadrant	Residential, agricultural
	NE quadrant	Residential, agricultural
	SE quadrant	Commercial, agricultural
<i>Yuba River Parkway/Route 65/70 Interchange (proposed)</i>		
	S of Route 65, W of Route 70 (listed north to south)	Residential, utilities, park, residential, school, residential agriculture
	S of Route 65, E of Route 70 (listed north to south)	Cemetery, residential, school, residential, agricultural
	N and E of Route 65	Agricultural
<i>Route 70/Erle Road Interchange</i>		
	NW quadrant	Residential, vacant

<u>Interchange</u>	<u>Quadrant/Location</u>	<u>Land Uses</u>
	SW quadrant	Residential, church
	NE quadrant	Commercial, residential, church
	SE quadrant	Commercial, residential, agricultural

Alternative 3

The McGowan Parkway Interchange Option A would affect one business by altering the access route to this business. The Erle Road Interchange Options A and B would directly effect and displace four commercial facilities, a residence and a church. There are multiple residential areas adjacent to the project area near the McGowan interchange Option A and the Erle Road interchange Options A-D

Alternative 4

Alternative 4 would have the same impacts as described under Alternative 3 and would also reduce the total area of a cemetery at the location of the Yuba River Parkway/rote 65/70 Interchange. There are multiple residential areas adjacent to the Yuba River Parkway interchange for Alternative 4.

All action alternatives would require acquisition of right-of-way, farmland conversion, and the displacement of existing land uses. Inconveniences associated with construction activities, such as minor traffic delays, noise, and dust, can be expected to occur, but these impacts are temporary and not considered significant.

The proposed interchange improvements and connections are consistent with the planned development in the project vicinity as they would act to improve circulation and access, as well as to accommodate future planned land uses. The construction of the proposed project is not anticipated to alter the location, distribution, or density of the population—existing or planned. However, due to anticipated physical and economic impacts of the project, a Community Impact Assessment (CIA) would be required to document the project's effect on the existing community and future growth. The CIA and environmental document would also need to include a discussion of Environmental Justice and the proposed project's fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income.

Farmlands

In 2006, there were 228,113 acres of farmland in Yuba County, and the gross value of the County's agricultural production for 2007 was \$153,364,000. Agriculture represents one of the most important economic sectors for the County.

According to Yuba County's General Plan, the only portion of the Project Area zoned for agricultural use is located at the eastern edge of the McGowan Parkway Option A. This option could cause the loss of farmland zoned and currently being used for agricultural purposes. While much of the project area is not zoned for agricultural uses or is developed, some of it is currently being used for agricultural purposes.

Alternative 4 could cause the permanent conversion of land used for agricultural purposes in the project area located east of Route 65, where the new Yuba River Parkway connection would be constructed. In addition, all four options for Erle Road could impact land currently being used for agricultural purposes.

The project will require mapping to document the location of areas designated by the Farmland Mapping Program as Prime Farmland and the project's potential impact on these areas. A review for potential Williamson Act property should also be conducted. Coordination with the Natural Resources

Conservation Service, preparation of the Farmland Conversion Impact Rating, and notification of the Department of Conservation will be required.

Section 4(f) Impacts

The following properties are potential Section 4(f) resources and are located east and west of Route 70 where connectors are proposed between Yuba River Parkway and Route 70.

- The Olivehurst Community Park on Powerline Road between 9th and 10th Avenues in Olivehurst. The park is owned and maintained by the Olivehurst Public Utility District and is located west of Route 70 (Olivehurst Public Utility District 2008).
- Two public schools; Lindhurst High School and Yuba Gardens Intermediate School are located east and west of Route 70 respectively. According to the Yuba County Parks Master Plan (Yuba County 2008) facilities operated by school districts are important public resources for recreation.
- The Sierra View Memorial Park may be eligible for protection under Section 4(f) if it is determined that the cemetery is eligible for listing on the National Register of Historic Places. The Sierra View Memorial Park is located north of Lindhurst High School, between Route 70 and Route 65.

Alternative 3

Alternative 3 would not have an effect on the Section 4(f) resources because there are no improvements proposed along Route 70 under this alternative.

No public parks or recreation facilities subject to the provisions of Section 4(f) were identified in the vicinity of the McGowan Interchange Option A or the Erle Interchange Options A-D. Implementation of these interchange options would not have an effect on the Section 4(f) resources.

Alternative 4

Alternative 4 would result in Section 4(f) issues if it would result in any temporary or permanent impacts to the following properties:

- The Olivehurst Community Park on Powerline Road between 9th and 10th Avenues in Olivehurst.
- Two public schools; Lindhurst High School and Yuba Gardens Intermediate School are located east and west of Route 70 respectively. .
- The Sierra View Memorial Park, which may be eligible for protection under Section 4(f) if it is determined that the cemetery is eligible for listing on the National Register of Historic Places.

As noted above all of the potential Section 4(f) resources are located east and west of Route 70 where connectors are proposed between Yuba River Parkway and Route 70 under Alternative 4. However, these improvements would only require property acquisition from the Sierra View Memorial Park. It is not anticipated there would be any temporary or permanent impacts to Olivehurst Community Park, Lindhurst High School or Yuba Gardens Intermediate School.

A Section 4(f) evaluation would not be required unless the Sierra View Memorial Park is recommended eligible for listing on the NRHP. The type of Section 4(f) evaluation would need to be determined at that time after consultation with Caltrans and SHPO. The remaining resources discussed above would be included in an appendix to the environmental document titled "Resources Evaluated Relative to the Requirements of Section 4(f)."

Visual Effects

The project vicinity consists of fallow or active agricultural areas, residences, businesses and a church. As described in the Socio-economic and Community Effects section, the project would require acquisition of right-of-way, farmland conversion, and the displacement of existing land uses. Development exists within the project area, and further development (mostly residential) is expected to occur at a later date. Residents of residential developments, either proposed or existing in the project area, as well as travelers on local roads, will be the primary viewers of changes resulting from the proposed project.

Alternative 3

The McGowan Parkway Interchange Option A would directly affect and displace one commercial facility and change the grade of McGowan Parkway, roughly from Route 65 to Bernice. The McGowan Parkway Option A construction would affect viewers in the southeastern portion of the mobile home complex on McGowan Parkway and Olive Avenue, as well as some residents along Rancho Road.

Construction of options at the Erle Road Interchange would require the addition of fill in multiple areas to assist with road grade. It is presumed that these areas would be landscaped/vegetated after construction is done. The Erle Road Interchange Options A, B, C and D would affect viewers in the southern portion of the development off of Edgewater Circle and views from the northwest portion of the housing development encompassed by Route 70, Chestnut Road and Fir Road, as well as travelers along these routes. Erle Road Interchange Options A and B would cause the greatest change in views, because it would displace four commercial facilities, a residence and a church.

Alternative 4

Alternative 4 would have the same visual effects described under Alternative 3 and would reduce a currently undeveloped area of a cemetery between Routes 65 and 70. This would affect visitors' perception of the cemetery, as well as views from passing motorists.

A visual assessment of the project area will be required and should include potential project effects and any appropriate mitigation.

Water Quality and Erosion

The project area is located on semi-level terrain to the east of Olivehurst within the lower Feather River Watershed. In general, surface water flows from the northeast to the southwest direction. There are a few drainages that are near the proposed project including the Yuba River to the north, the Feather River to the west, Reeds and Hamilton Creeks near McGowan Parkway, and the Linda Drain near Erle Road. The construction and operational impacts anticipated from the proposed project were evaluated based on the potential to degrade water quality due to the amount of pollutants in the storm water runoff during and after the construction activities are completed.

The proposed project would have short-term effects on surface water quality associated with the construction activities, equipment and material used. However, implementation of proper water quality control devices would ensure that the construction activities would not have adverse affects on water quality.

Construction of the proposed project would result in new impervious surfaces that would increase the amount of surface water runoff during storm events. Specific impacts to the nearby surface waters would be evaluated in the project's environmental document. A Water Quality Study and the environmental document would include a study of the proposed changes to the existing settings and proposed control

structures to collect the excess storm water runoff so it does not adversely affect the downstream areas. The Clean Water Act (CWA) Section 402 requires that a notice of intent is submitted 30 days prior to the start of the construction activities for a National Pollutant Discharge Elimination System Permit (NPDES). Additionally, as a requirement of the NPDES General Construction Permit for project greater than 1-acre, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and submitted.

Floodplain

The Federal Emergency Management Agency (FEMA) is the governing body responsible for delineating the flood prone areas and delineating flood maps showing these areas in Flood Insurance Rate Maps (FIRM's). In August of 2007 FEMA issued a Letter of Map Revision (LOMR) for the areas that are south and east of Olivehurst, including portions of the project area. The area at the Erle Road Interchange was revised and is now considered to be located in Zone 'X', which is defined as being, 'an area that is determined to be within the 0.2 percent chance of a flood event,' (Federal Emergency Mapping Agency 2007). In general, FEMA classifies all areas that are defined as being in Zone 'X' as being outside the 100-year flood plain. All of the Options for the Erle Road Interchange are within this zone.

At Route 65/McGowan Parkway, areas south and east of the project area ,including portions of Bernice Avenue, are considered to be located within Zone 'AE', defined as; 'special flood hazard areas (SFHAs), subject to inundation by the 100-year flood and the base flood elevations have been determined,' (Federal Emergency Mapping Agency 2007). Since the proposed project and the Option for the McGowan Parkway Interchange would add impervious surfaces to areas that are within the 100-year floodplain and potentially change the local hydrology of flood waters, a flood plain study would be required for the project.

Air Quality

An Air Quality Technical Report (AQTR) consistent with the Caltrans Transportation Project-Level Carbon Monoxide Protocol and EPA/FHWA standards would need to be prepared to assess the environmental impacts associated with the proposed project. Particularly, compliance with the Clean Air Act State Implementation Plan would be addressed as well as potential CO, PM10 and PM2.5 impacts due to the proposed project. Air quality under NEPA and CEQA would also be evaluated in relation to the project.

The project site is located in the County of Yuba within the Sacramento Valley Air Basin (SVAB). The Feather River Air Quality Management District has jurisdiction over air quality in Yuba County. With regard to the state air quality standards, the California Air Resources Board has designated Yuba County as a non-attainment area for ozone and PM10. With regard to the federal air quality standards, the U.S. Environmental Protection Agency (EPA) has not designated Yuba County a non-attainment area for the Caltrans criteria pollutants.

The proposed project is included in the Sacramento Area Council of Government's 2006 Metropolitan Transportation Plan, adopted on March 16, 2006, which has been found to be in conformity with the Clean Air Act State Implementation Plan. The proposed project must be shown to not "cause or contribute to any new localized CO, PM10, or PM2.5 violations or increase the frequency or severity of any existing CO, PM10 or PM2.5 violations." The analysis of localized CO impacts would follow the methodology contained within the Caltrans' Transportation Project-Level Carbon Monoxide Protocol (Garza et al. 1997). The assessment of localized PM10 and PM2.5 impacts would be evaluated using EPA/FHWA's Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and

PM10 Nonattainment and Maintenance Areas (Federal Highway Administration, and U.S. Environmental Protection Agency 2006).

In addition, it is possible that the project would need to be evaluated for its potential emissions of mobile source air toxics (MSATs). FHWA's Interim Guidance on Air Toxic Analysis in NEPA Documents would likely be used to evaluate the project's MSAT impacts (Federal Highway Administration 2006). Based on traffic volumes along Route 65 and Route 70, it is anticipated that the proposed project is a "project with low potential MSAT effects" which does not require a quantitative MSAT analysis (less than threshold of 140,000-150,000 AADT).

As shown in Table 1, above, land uses in the project area include residential, industrial, commercial, agricultural, a church, schools, a park and a cemetery. Table 2 identifies sensitive receptors in the project area.

Table 2. Summary of Sensitive Receptors in the Project Area

Type of Receptor	Location
Alternative 3	
<i>McGowan Parkway/Route 65 Interchange</i>	
Single-Family Residences	Rancho Road, north of McGowan, apprx. 250 feet east of Route 65
Single-Family Residences	West of Route 65, along McGowan
Mobile home park	Adjacent to west side of Route 65
<i>Erle Road/Route 70 Interchange</i>	
Residential Subdivision	North of interchange, apprx. 150 feet from proposed ramp
Single-Family Residences	Between Route 70 and Lindhurst Ave.
Single-Family Residence	Between Erle Road and Chestnut Road
Church	Approximately 400 feet north of Route 70
Planned Residential	Adjacent to east side of Route 70
Residential Subdivision	Adjacent to west side of Route 70
Alternative 4*	
Residential Subdivisions	As close as approximately 250 feet west of Route 70
Residential Subdivision	Adjacent to Route 70 east ramp
Lindhurst High School	Adjacent to east side of Route 70
Yuba Gardens School	Approximately 300 feet west of Route 70
Park	Approximately 300 feet west of Route 70
*Includes all sensitive receptors listed under Alternative 3	

An Air Quality Technical Report (AQTR) consistent with Caltrans requirements must be prepared to assess the environmental impacts associated with the proposed project. The AQTR would document compliance with regards to the Clean Air Act State Implementation Plan, CO, PM10, and PM2.5 hotspots, and compliance with MSAT effects.

Noise

Title 23, part 772 of the Code of Federal Regulations "Procedures for Abatement of Highway Traffic Noise" (23 CFR 772) specifies noise analysis procedures for Federal-Aid highway project. The Caltrans Traffic Noise Analysis Protocol (Protocol) specifies Caltrans policies for implementing 23CFR772 in

California. Because the project involves federal funding, 23 CFR 772 will directly apply and noise impacts will need to be evaluated accordingly. Because the proposed project will change the horizontal and vertical alignment at the interchanges and will also move the traffic closer to receivers, it qualifies as a Type 1 project as defined in 23CFR772.

Under the Protocol, a traffic noise impact is considered to occur when the predicted design year traffic noise level approaches or exceeds a noise abatement criterion (NAC), specified in Table 3, or when the predicted design year traffic noise level substantially exceeds the existing measured ambient noise level.

Table 3. Activity Categories and Noise Abatement Criteria

Activity Category	NAC (dBA – $L_{eq}(h)$)	Description of Activities
A	57: Exterior	Lands on which serenity and quiet are extraordinarily significant and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67: Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72: Exterior	Developed lands, properties, or activities not included in categories A and B above.
D	--	Undeveloped lands
E	52: Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

The Protocol defines an increase in existing ambient noise levels as substantial when the predicted design year noise level with project implementation exceeds the existing noise level by $L_{eq}(h)$ 12 dBA or more. The Protocol also states that a sound level is considered to approach a given NAC level when within 1 dBA of the NAC. For Activity Category B land uses (typically residential areas), this corresponds to $L_{eq}(h)$ 66 dBA. As defined in the Protocol a “severe” traffic noise impact is considered extra when predicted exterior noise levels equal or exceed $L_{eq}(h)$ 75 dBA or are 30 dBA or more above existing noise levels.

Traffic noise impacts must be evaluated at all land uses in the project area. Primary consideration is given to exterior use areas. In situations in which no exterior activities are affected by traffic noise, the interior criterion (activity category E) is used as the basis for noise abatement consideration. Noise abatement is normally only considered where frequent human use occurs and where a lowered noise level would be of benefit. Accordingly, abatement is typically considered at locations with defined outdoor activity areas, such as residential backyards, patios, and parks with defined activity areas (e.g., playgrounds and picnic tables).

For compliance with the Protocol, noise abatement measures that are reasonable and feasible, and likely to be incorporated into the project, must be identified before adoption of the final environmental document for a given project. Noise impacts for which no apparent solution is available or feasible must be included as well.

If noise abatement is not reasonable and feasible at a location with a severe traffic noise impact, the location may be eligible for “extraordinary” noise abatement as defined by Caltrans. This may include

construction of a barrier that does not meet the Caltrans normal standards for cost reasonableness or implementation of non-standard noise abatement. Extraordinary noise abatement is considered on a case-by-case basis.

Construction and operational noise impacts must also be evaluated under the requirements of CEQA. Because the project is located entirely within the County of Yuba, County noise standards would be used to evaluate construction and operational noise impacts under CEQA.

Alternative 3

McGowan Parkway/Route 65 Improvements

Land uses near this interchange include Activity Category B (residential) and Activity Category C (industrial) land uses.

Residential land uses in the area are located along Rancho Road and McGowan Parkway. A mobile home park, isolated rural residences, and a residential subdivision exist north of McGowan Parkway with the closest residences to the project located on Via Grande, adjacent to Route 65. It is anticipated that traffic noise impacts will occur at residences in this area as a result of traffic noise in the design year approaching or exceeding the FHWA noise abatement criteria. Accordingly, it is likely that noise abatement will need to be considered. With the exception of a small privacy barrier located around the mobile home park, there are currently no noise barriers existing within this area of the project.

Potential locations for new noise barriers include:

- Along Olive Avenue to the east of residential subdivision located off McGowan Parkway on Via Grande
- Along northwestern ramp to northern edge of environmental study area (McGowan Parkway, Option "A" map) east of residential subdivision located off McGowan Parkway on Via Grande

Erle Road/Route 70 Improvements

Alternative 3 would also include upgrades at the Erle Road/Route 70 interchange. Land uses near this interchange include Activity Category B (residential) and Activity Category C (commercial and industrial) land uses.

The proposed improvements at this interchange include four (4) Options – A, B, C and D. Aside from an expected increase in capacity at this interchange, traffic would also be moved closer to a residential subdivision (in the case of all four options), with the closest residences located on Cattail Court and approximately 150 feet from proposed improvements. Linda Church of Christ as well one residential parcel, located on Sartori Avenue, are within the project study area (for Options A and B) with additional residences located to the north and northwest (in all option cases). Linda Church of Christ is located approximately 400 feet from Route 70 with shielding from a storage facility. One residence is located on the parcel south of Erle Road and north of Chestnut Road, west of Route 70. One commercial (gambling) land use -where people also reside - is located between Route 70 and Lindhurst Avenue as well as other commercial uses. Residential and commercial development is planned just south of this location between Route 70 and Lindhurst Ave. that could be affected to a greater degree under Options A and B. A residential subdivision exists directly adjacent and to the west of Route 70, south of Erle Road. It is anticipated that traffic noise impacts will occur at Activity Category B land uses in this area as a result of traffic in the design year approaching or exceeding the FHWA noise abatement criteria. Accordingly, it is likely that noise abatement will need to be considered. Currently there are no noise barriers existing within this area of the project.

Potential locations for new noise barriers include:

- Along Route 70, south of Erle Road
- Along new proposed Erle Road/Lindhurst Avenue interchange north on/off-ramp
- Along subdivision property line of subdivision north of Erle Road/Route 70 interchange
- Along Route 70, northwest of the storage facility

Alternative 4

Under Alternative 4 the build options at the McGowan/Route 65 interchange and Erle Road/Route 70 interchange would be the same as Alternative 3. Alternative 4 includes the addition of the connection of Yuba River Parkway at the intersection of Routes 65 & 70. North of the intersection, the project study area would extend through an area of agricultural land use with no sensitive receivers.

South of the interchange, residential subdivisions, Lindhurst High School and Sierra View Memorial Park cemetery are located to the east and are directly adjacent to Route 70. To the west of Route 70, south of the interchange, residential subdivisions are located as close as approximately 250 feet from Route 70. Yuba Gardens School is located approximately 300 feet from Route 70 and a park north of Yuba Gardens is located approximately 300 feet from Route 70 as well. It is anticipated that traffic noise impacts will occur at Activity Category B under this Alternative as a result of traffic in the design year approaching or exceeding the FHWA noise abatement criteria. Accordingly, it is likely that noise abatement will need to be considered. Currently there are no noise barriers existing within this area of the project.

Potential locations for new noise barriers include:

- Along Route 70, south of Route 65

A noise study technical report will be prepared to identify traffic noise impacts, noise abatement options, noise abatement feasibility, and noise abatement reasonableness allowances.

Wild and Scenic River

N/A. There are no federally designated wild and scenic rivers in the project area.

Cultural Resources / Native American Coordination

Pre-field research conducted to identify cultural resources in the project area included: a records search at the North Central Information Center (NCIC) of the California Historical Resources Inventory System (CHRIS) in Sacramento; communication with the Native American Heritage Commission (NAHC) to request a search of their sacred lands file and to obtain a list of Native American contacts for Yuba County; and correspondence with historical societies.

The records search identified six historic resources located within 0.5 miles of the project area. The records search identified eleven cultural resources studies have been conducted within 0.5 miles of the project area. Additionally, three cultural resources studies have been conducted within the project area (Nelson 2000; Wee et al. 1994; Williams and Hope 2002) encompassing approximately 20% of the project area. None of the studies conducted within the project area identified any cultural resources.

The sacred lands search conducted by the NAHC identified one Native American cultural resource in the vicinity of the project area. The exact location of this site is unknown; however, the NAHC provided contact information for individuals from the Maidu Elders Association who may have more information regarding this site. In addition, letters requesting historical information regarding the project area were sent to the Yuba County Historical Society and the Yuba-Feather Museum in October 2008. To date, no responses have been received from any parties regarding the project.

A windshield survey of the proposed project area was conducted on October 9, 2008. The survey was conducted by driving along the proposed route and interchange areas in order to view the larger context of existing resources. The project is located in a region primarily comprised of agricultural and grazing fields that include a mixture of historic and modern buildings. Some new construction has appeared in the area in recent years. Although there are several buildings located within the project area that may be over 45 years old, it does not appear that these will be directly impacted by project activities. Therefore, the sensitivity for architectural resources in either project alternative is considered low to moderate.

The majority of undeveloped areas appear to have been heavily graded and impacted by agriculture. In addition, the nearest major water source (Bear River) is over 2 miles away; therefore, the overall sensitivity for prehistoric resources in either project alternative is considered low, although the possibility of buried undiscovered resources remains.

The Sierra View Memorial Park is a cemetery located within the project area at 4900 Olive Avenue in Olivehurst. No delineated burials are located within the project area; however, this cemetery is historic with the first burial taking place in 1928 (Yuba County Cemeteries 2008). According to the superintendent ground supervisor, there are no known burials located within the north, northwestern portion of the cemetery property but a potter's field is located and delineated within the cemetery grounds (Clayton pers. comm.).

A historic resources property survey report (HPSR) will be needed to document any cultural resources findings. A historic resources evaluation report (HRER) may also be needed to document and evaluate the cemetery for its eligibility for listing in the National Register of Historic Properties and/or California Register of Historical Resources. Native American tribes and/or groups as listed by the NAHC may have an interest in the proposed project. Letters with a map depicting the proposed project APE should be sent to those listed by the NAHC.

Hazardous Waste/Materials

An Initial Site Assessment (ISA) was conducted for this project (PAR Environmental Services [PAR] 2008). The purpose of the ISA was to document any evidence of current and/or past groundwater or soil contamination from the use or storage of hazardous and potentially hazardous materials. The ISA included the entire area encompassing the the Route 65/McGowan Parkway, Route 65/70 and Route 70/Erle Road interchanges.

Agency reviews were conducted at the United States Environmental Protection Agency (U.S. EPA), California Department of Toxic Substance Control (DTSC), Yuba County Environmental Health Department (YCEHD) and Regional Water Quality Control Board (RWQCB). In addition, a record search was requested from Environmental Data Resources, Inc. (EDR) in August 2008. Site visits were conducted on August 28, 2008, September 17, 24 and 30, 2008 and October 10 and 17, 2008. Three known, fourteen potential and four historic hazardous material sites were identified during the file reviews, record search and field visits.

One documented contaminated groundwater plume was identified in the project study area. The boundaries of the plume, located on the corner of Olivehurst Avenue and 7th Street at the former location of the E-Z Serve (4687 Olivehurst Avenue), have not been identified; however, groundwater monitoring began in 1991 and is still ongoing. For detailed information on all known, potential and historic sites identified and summarized below, refer to the ISA prepared for this project (PAR 2008).

Alternative 3

McGowan Parkway/Route 65 Improvements

Any improvements to the Route 65/McGowan Parkway Interchange will occur in close proximity to five potential hazardous material sites, including 4366 Rancho Road, 4394 Rancho Road, 2444 Mage Road, 2488 McGowan Parkway, and 2418 McGowan Parkway. According to the file review, all contamination appears to be contained within site boundaries of these properties.

Erle Road/Route 70 Improvements

Any improvements to the Route 70/Erle Road Interchange will occur in close proximity to seven potential hazardous material sites, including 5380 Lindhurst Avenue, the railroad bridge near 5680 Lindhurst Avenue, 5416 Lindhurst Avenue, a subterranean impoundment off of Chestnut Road, 5644 Chestnut Road, 5799 Chestnut Road, and 2 historic hazardous materials sites that included 5202 Lindhurst Avenue and 5174 Lindhurst Avenue.

Alternative 4

Under Alternative 4 the build options at the McGowan/Route 65 interchange and Erle Road/Route 70 interchange would be the same as Alternative 3. Alternative 4 includes the addition of the partial construction of Yuba River Parkway at the intersection of Routes 65 & 70.

Improvements along Route 65/70

Any improvements to the Route 65/70 Interchange will occur in close proximity to one historic hazardous waste site, 4900 Olive Avenue, and one known hazardous waste site, 4687 Olivehurst Avenue (former E-Z Serve), which is not within the environmental study limits; however, it has an undefined groundwater plume that is currently undergoing remediation (RWQCB 2008 in PAR 2008).

Mitigation and Abatement

To reduce the risk and extra cost of encountering hazardous materials/waste during construction, or purchasing contaminated right-of-way, a Preliminary Site Investigation (PSI) is recommended to determine the presence and extent of soil and groundwater contamination within the proposed project limits. The PSI should be conducted prior to construction activities and should target areas of surface disposal, soil discoloration, and/or potential soil/groundwater hydrocarbon contamination. Additionally, the PSI would include a board evaluation of aerially deposited lead.

Areas where vehicle use has been prevalent, both historically and presently, tend to contain high concentrations of aerially deposited lead (ADL). Soil sampling will be required along the Route 65/McGowan Parkway, Route 65/70 and Route 70/Erle Road interchanges due to heavy use by travelers and the history of use along this route. This testing should be completed before construction begins. The handling and disposal of this material should comply with the Department of Toxic Substance Control lead contaminated soils regulations.

If any indication of contamination, such as odors or stained soils, is encountered during grading, excavating, or other construction activities, work in the area should be stopped immediately. If hazardous materials are encountered at the Route 70/Erle Avenue Interchange the Linda Fire Protection District Hazardous Materials Team should be notified and soils tested. Similarly, the Olivehurst Fire Department Hazardous Materials Team should be contacted if hazardous materials are encountered at the Route 65/McGowan Parkway or Route 65/70 interchanges.

A structural survey will be required to evaluate the potential for asbestos contamination during the proposed improvement to the McGowan Parkway, Erle Avenue overpasses.

Biological Resources

The study area is predominantly developed, graveled, or graded with ruderal (weedy) vegetation adjacent to roads and the railroad alignment. Most of the ruderal areas are mowed or disced and have a low potential to support wetlands. Most trees within the Route 70/Erle Road interchange are eucalyptus, and most trees in the study area are non-native. The area south of Route 65 also supports agricultural fields, including at least one rice field and an irrigated pasture. Ditches drain the area on both sides of the railroad alignment east of Route 70/Erle Road interchange, and the railroad ditch north of Erle Road supports a potential wetland area. Roadside ditches also occur at the Route 65/McGowan Parkway interchange, and the center divide at this interchange appears to support wetland vegetation.

Natural vegetation communities were observed in the study area along Erle Road and south of Bernice Avenue. The area south of Erle Road is a non-native annual grassland that may be grazed and appears to support seasonal wetland/vernal pool habitat. The area east of Bernice Avenue is grazed non-native annual grassland, also with potential wetland inclusions. A tributary to Reeds Creek, which is immediately adjacent to the study area boundary, crosses this part of the study area. The tributary was not accessible during the field survey, but appears to be an incised channel with grassland vegetation along the banks. A drainage on the northeast side of the railroad alignment also connects to Reeds Creek. Reeds Creek carried water at the time of the survey, and the creek banks support Himalayan blackberry.

Reeds Creek connects to a canal that drains to the Bear River approximately 8 miles downstream of the study area, based on a review of the USGS 7.5-minute quadrangle for Olivehurst. The creek would likely be considered a water of the United States and would be subject to regulation under the Clean Water Act. Potential wetlands that are not adjacent to the tributary to Reeds Creek would likely be isolated features that would be considered waters of the State subject to regulation under the Porter-Cologne Water Quality Act.

Special-Status Species

The study area contains suitable habitat for seven special-status plant species, 11 special-status wildlife species, and one special-status fish species (Attached tables A and B).

Special-Status Plants

The study area supports potential seasonal wetland/vernal pool habitat, particularly within the proposed McGowan Parkway Interchange improvement area north of Route 65 and in the Erle Interchange area north of Route 70. If wetlands are present within the non-native annual grasslands, they would be potential habitat for Ferris's milkvetch (*Astragalus tener* var. *ferrisiae*), dwarf downingia (*Downingia pusilla*), legenere (*Legenere limosa*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). The annual grasslands are potential habitat for veiny monardella (*Monardella douglasii* ssp. *venosa*) and Harweg's golden sunburst (*Pseudobahia bahiifolia*). Agricultural fields north of the Route 70/Route 65

interchange may have irrigation ditches that support wetland vegetation. Although these areas were not examined on the ground due to lack of access, ditches that support freshwater marsh vegetation are assumed to be potential habitat for woolly rose-mallow (*Hibiscus lasiocarpus*) and possibly for Wright's trichocoronis.

Impacts from the project on special-status plant species may include loss of special-status plant populations or indirect impacts on special-status plant habitat. If impacts would occur on the federally listed Wright's trichocoronis, formal consultation with the USFWS could be required.

Special-Status Wildlife

Seasonal wetlands, which may provide habitat for Conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*B. lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardii*) are present in the study area and within 250 feet of the study area. Although not observed during the field survey, habitat (elderberry shrubs) for the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) could be present in the study area. Complete avoidance of elderberry shrubs and the beetle can be assumed if a minimum 100-foot buffer is maintained around the shrubs.

Reeds Creek and the tributary of Reeds Creek appear to provide suitable habitat for western pond turtle (*Actinemys marmorata*) and giant garter snake (*Thamnophis gigas*). Grazed grassland adjacent to the waterways provide suitable upland habitat for these species. Depending on the type of agriculture present, the areas north of the Route 65/70 interchange may also contain suitable aquatic habitat (e.g., rice fields or irrigation canals) for one or both of these species.

The majority of mature trees in the study area are eucalyptus trees. There is a low potential for Swainson's hawks (*Buteo swainsoni*) and white-tailed kites (*Elanus leucurus*) to nest in the study area due to the types and locations of trees present but they may forage in and adjacent to the study area in grassland and agricultural areas. There is a low potential for northern harriers (*Circus cyaneus*) to nest in the study area but they may forage in and adjacent to the study area.

Suitable nesting habitat for western burrowing owls (*Athene cunicularia hypugea*) is present in non-disked annual grasslands and along the railroad embankments in the study area. Western burrowing owls could also forage in annual grassland and along the edges of agricultural areas in the study area.

Suitable nesting habitat for tricolored blackbird (*Agelaius tricolor*) may be present in blackberries along Reeds Creek or in the vicinity of Reeds Creek in blackberry brambles in or adjacent to the study area. Suitable foraging habitat (grassland and agricultural areas) for tricolored blackbirds is also present in the study area.

The study area provides suitable habitat for nesting migratory birds, which are protected by the Migratory Bird Treaty Act and the California Fish and Game Code. The bridge over Reeds Creek may provide suitable habitat for nesting swallows or roosting bats.

Impacts from the project on special-status wildlife species, migratory birds, and bats or their habitats may include: potential injury or mortality, disturbances from construction noise or activity, disruption of foraging activities, and loss of aquatic, upland, breeding, or foraging habitat. Formal consultation with the USFWS on listed vernal pool branchiopods, valley elderberry longhorn beetle (if elderberry shrubs are present) and giant garter snake may be required.

Special-Status Fish

Federally listed fish species identified by USFWS (2008) as potentially occurring in Reeds Creek include

delta smelt (*Hypomesus transpacificus*), green sturgeon (*Acipenser medirostris*), Central Valley steelhead (*Oncorhynchus mykiss*), and Central Valley spring-run and Sacramento winter-run Chinook salmon (*Oncorhynchus tshawytscha*). Only Central Valley steelhead has the potential to occur in Reeds Creek (CalFish 2008). Delta smelt, green sturgeon and the Chinook salmon runs do not occur in the study area because Reeds Creek is outside of their known range. Delta smelt occur mainly in the Delta and the lower Sacramento River. Green sturgeon and Central Valley spring-run Chinook salmon occur in the Feather River, and winter-run Chinook salmon occur in the mainstem Sacramento River. No critical habitat is designated in Reeds Creek for any of these species.

Sacramento splittail (*Pogonichthys macrolepidotus*), a California species of concern that was identified from the CNDDDB search, would not occur because in the study area is outside of the species known range.

No direct impacts on Reeds Creek are expected to occur. Potential indirect impacts from project construction include increased sedimentation and turbidity and release of contaminants into surrounding water bodies. Formal consultation with National Marine Fisheries Service on Central Valley steelhead would not be required.

Alternative 4 is expected to have a greater potential for effects on special-status plants and on habitat for Western burrowing owl in addition to the affects at the Erle Road Interchange and McGowan Parkway Interchange.

Wetlands

The study area south of Erle Road and east of Bernice Avenue has a high potential to support seasonal wetlands. Potential wetland areas were also observed at the base of the railroad embankment north of Erle Road and in the center divide of Route 65 below the McGowan Parkway overpass. In addition, a drainage that is tributary to Reeds Creek crosses the McGowan Parkway area. A delineation of jurisdictional waters of the United States (including wetlands) needs to be completed to determine which features would be under jurisdiction of the U.S. Army Corps of Engineers and which would be regulated as waters of the State by the Regional Water Quality Control Board. Executive Order 11990 requires an avoidance alternative analysis for wetland impacts unless there is no practicable alternative available. Project impacts on waters of the State, including wetlands, will need to be quantified.

Invasive Pest Plant Species

Species observed during the field survey include invasive plant species. Executive Order 13112 requires that any Federal action may not cause or promote the spread or introduction of invasive species. This project may contribute to the introduction or spread of invasive plant species.

Paleontological Resources

Results of a paleontological records search of the University of California, Berkeley, Museum of Paleontology's online database indicated no recorded fossil sites within a five-mile radius of the project area (University of California Museum of Paleontology 2007). The nearest previously recorded paleontological resource, an invertebrate fossil remain in an Eocene-aged unit, is located over 11 miles northeast of the project area, in the foothills region of the County, west of Holman Hill.

Geologic units within the valley region of Yuba County include Pleistocene- and Pliocene-aged formation deposits. These deposits may contain fossils that could be damaged or destroyed during project

construction. The depth of excavation needed for improvements at each location within the project area should be determined and compared to the depths of the underlying formations to identify the likelihood of impacting significant fossil remains.

Right-of-Way Relocation or Staging Area

Equipment and material sites, staging areas, drainage basins, and disposal sites must be identified and analyzed in the environmental document. ROW, UPRR, and Utility involvement would be limited to electrical for street lighting and signalization, extending storm drain laterals and inlet reconstruction, electrical service relocation for affected parcels, and electrical and water service disruptions.

Permits

Depending on final project footprints, the results of future field surveys, and agency coordination, the following permits and authorizations may be required for the project:

- U.S. Army Corps of Engineers – Clean Water Act Section 404 permit (for features that are considered to be waters of the U.S.)
- Central Valley Regional Water Quality Control Board – Clean Water Act Section 401 water quality certification (if a Section 404 permit is required) and/or waste discharge requirements for waters of the State
- National Pollutant Discharge Elimination System (as described above under Water Quality and Erosion)
- U.S. Fish and Wildlife Service – Biological Opinion for effects on federally listed species
- Caltrans-Standard Encroachment Permit

Coastal Zone

N/A. This project is not near the coast.

List of Preparers

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Lindsay Christensen, Environmental Specialist. B.S. Community and Regional Development, University of California, Davis. 2 years of experience. Contribution: Air and Noise.

Dave Buehler, Acoustical Engineer. B.S. Civil Engineering, California State University, Sacramento. 24 years of experience. Contribution: Noise Review.

Joshua Carman, Noise Analyst, B.A. Environmental Studies, University of California, Santa Cruz. 4 years of experience. Contribution: Noise and Air Quality

Tina Pitsenberger, Project Coordinator/Archaeologist. B.S. Anthropology, California State University, Sacramento, 8 years of experience. Contribution: Cultural Resources.

Kimberly Stevens, Environmental Specialist. B.S. Geography, University of Utah. 6 years experience. Contribution: Section 4(f) Review.

Lisa Webber, Botanist/Wetland Ecologist. M.S. Botany, University of Massachusetts, Amherst. 18 years of experience. Contribution: Botanical Resources and Wetlands/Biological Review.

Attachments

Vicinity Map

Table A. Special-Status Plants Identified as Having the Potential to Occur in the Yuba River Parkway Route 65/70, McGowan Parkway, Erle Road Interchange Study Area

Table B. Special-Status Wildlife Species with Potential to Occur in the Yuba River Parkway Route 65/70, McGowan Parkway, Erle Road Interchange Study Area

Attachment A. PEAR Mitigation and Compliance Cost Estimate. This is completed for Standard PSRs Only and is therefore blank for this PSR-PDS.

Attachment B. Resources by WBS Code

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Vicinity Map

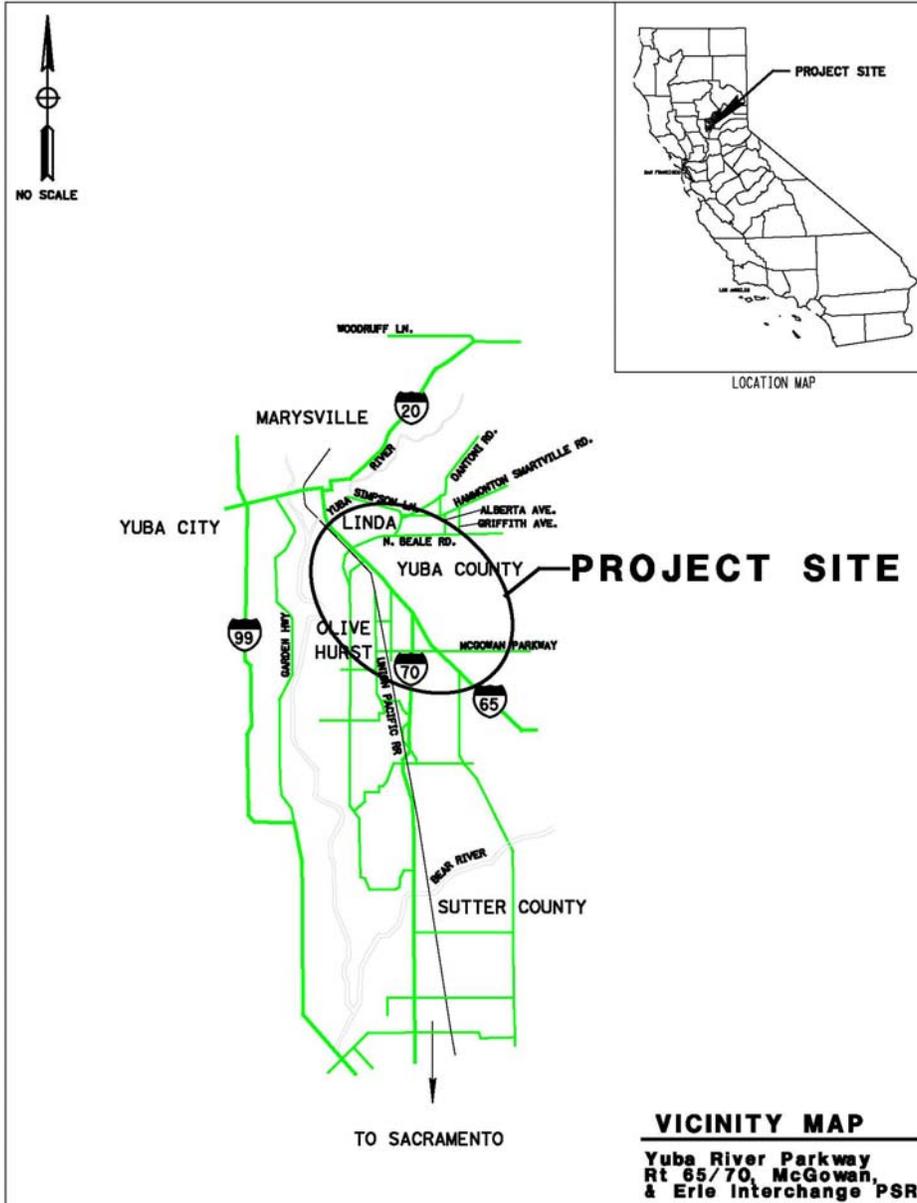


Table A. Special-Status Plants Identified as Having the Potential to Occur in the Study Area

Common and Scientific Names	Status ^a Federal/State/ CNPS	Geographic Distribution/Floristic Province	Habitat Requirements	Blooming Period	Potential Occurrence in Study Area
Ferris's milk-vetch <i>Astragalus tener</i> var. <i>ferrisiae</i>	-/-/1B.1	Historical range included the Central Valley from Butte to Alameda County but currently only occurs in Butte, Glenn, and Yolo Counties	Seasonally wet areas in meadows and seeps, subalkaline flats in valley and foothill grassland; 16–246 feet	April–May	May occur, potential vernal pool habitat present in study area
Dwarf downingia <i>Downingia pusilla</i>	-/-/2.2	Inner North Coast Ranges, southern Sacramento Valley, northern and central San Joaquin Valley	Vernal pools and mesic areas in valley and foothill grasslands; below 1,460 feet	March–May	Moderate; potential vernal pool habitat present in study area
Rose-mallow <i>Hibiscus lasiocarpus</i>	-/-/2.2	Central and southern Sacramento Valley, deltaic Central Valley, and elsewhere in the U.S.	Freshwater marshes and swamps; below 394 feet	June–September	Moderate; potential freshwater marsh habitat present in study area
Legenere <i>Legenere limosa</i>	-/-/1B.1	Primarily in the lower Sacramento Valley, also from north Coast Ranges, northern San Joaquin Valley and the Santa Cruz Mountains	Deep, seasonally wet habitats such as vernal pools, ditches, marsh edges, and river banks; below 2,890 feet	April–June	Moderate; potential vernal pool habitat present in study area
Veiny monardella <i>Monardella douglasii</i> var. <i>venosa</i>	-/-/1B.1	Northern and central Sierra Nevada Foothills; also historically known from the Sacramento Valley	Cismontane woodland, valley and foothill grassland on heavy clay soils; 200–1,350 feet	May–July	Moderate: annual grassland habitat present in study area

Common and Scientific Names	Status ^a Federal/State/ CNPS	Geographic Distribution/Floristic Province	Habitat Requirements	Blooming Period	Potential Occurrence in Study Area
Harweg's golden sunburst <i>Pseudobahia bahiifolia</i>	E/E/1B.1	Eastern side of Sacramento-San Joaquin Valleys and adjacent foothills, historically as far north as Yuba County; currently Fresno, Madera, Merced, Stanislaus, and Tuolumne Counties	Predominantly on northern slopes of rocky, bare areas along rolling hills, shady creeks, adjacent to vernal pools and streams, on heavy clay soils in Valley and foothill grasslands and cismontane woodland; 50-500 feet	March-April	Moderate: annual grassland habitat present in study area
Wright's trichocoronis <i>Trichocoronis wrightii</i> var. <i>wrightii</i>	-/-/2.1	Scattered locations in the Central Valley and Southern Coast; Texas	On alkaline soils in floodplains, meadows and seeps, marshes and swamps, riparian forest, vernal pools; 15-1,430 feet	May-September	Moderate; potential vernal pool and freshwater marsh habitat present in study area

Notes:

^a Status explanations:

Federal

- E = listed as endangered under the federal Endangered Species Act.
- = no listing.

State

- E = listed as endangered under the California Endangered Species Act.
- = no listing.

California Native Plant Society (CNPS)

- 1B = List 1B species: rare, threatened, or endangered in California and elsewhere.
- 2 = List 2 species: rare, threatened, or endangered in California, but more common elsewhere.
 - 0.1 = seriously endangered in California.
 - 0.2 = fairly endangered in California.

Table B. Special-Status Wildlife Species with Potential to Occur in the Yuba River Parkway Route 65/70, McGowan Parkway, Erle Road Interchange Study Area

Common and Scientific Name	Status ^a Federal/State	California Distribution	Habitats	Potential Occurrence in Study Area
Invertebrates				
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	E/—	Disjunct occurrences in Solano, Merced, Tehama, Butte, and Glenn Counties	Large, deep vernal pools in annual grasslands	May occur - suitable habitat may be present
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	T/—	Central Valley, central and south Coast Ranges from Tehama County to Santa Barbara County. Isolated populations also in Riverside County	Common in vernal pools; also found in sandstone rock outcrop pools	May occur - suitable habitat present
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	E/—	Shasta County south to Merced County	Vernal pools and ephemeral stock ponds	May occur - suitable habitat may be present
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	T/—	Stream side habitats below 3,000 feet throughout the Central Valley	Riparian and oak savanna habitats with elderberry shrubs; elderberries are the host plant	May occur - no elderberry shrubs observed during survey; however shrubs may be present in areas not surveyed on foot
Fish				
Delta smelt <i>Hypomesus transpacificus</i>	T/T	Primarily in the Sacramento–San Joaquin Estuary, but has been found as far upstream as the mouth of the American River on the Sacramento River and Mossdale on the San Joaquin River; range extends downstream to San Pablo Bay	Occurs in estuary habitat in the Delta where fresh and brackish water mix in the salinity range of 2–7 parts per thousand. (Moyle 2002.)	Would not occur – study area is outside of known range

Table B. Continued

Common and Scientific Name	Status ^a Federal/State	California Distribution	Habitats	Potential Occurrence in Study Area
Sacramento splittail <i>Pogonichthys macrolepidotus</i>	--/SSC	Occurs throughout the year in low-salinity waters and freshwater areas of the Sacramento–San Joaquin Delta, Yolo Bypass, Suisun Marsh, Napa River, and Petaluma River (Moyle 2002).	Spawning takes place among submerged and flooded vegetation in sloughs and the lower reaches of rivers.	Would not occur – study area is outside of known range
Central Valley steelhead <i>Oncorhynchus mykiss</i>	T/–	Sacramento River and tributary rivers	Central Valley Occurs in well-oxygenated, cool, riverine habitat with water temperatures from 7.8 to 18°C (Moyle 2002). Habitat types are riffles, runs, and pools.	May occur in Reeds Creek
Central Valley spring-run Chinook salmon <i>Oncorhynchus tshawytscha</i>	T/T	Upper Sacramento River and Feather River	Has the same general habitat requirements as winter-run Chinook salmon. Coldwater pools are needed for holding adults (Moyle 2002).	Would not occur – study area is outside of known range
Sacramento River winter-run Chinook salmon <i>Oncorhynchus tshawytscha</i>	E/E	Mainstem Sacramento River below Keswick Dam (Moyle 2002)	Occurs in well-oxygenated, cool, riverine habitat with water temperatures from 8.0 to 12.5°C. Habitat types are riffles, runs, and pools. (Moyle 2002.)	Would not occur – study area is outside of known range
Green sturgeon (southern DPS) <i>Acipenser medirostris</i>	T/SSC	Sacramento, Klamath and Trinity Rivers (Moyle 2002)	Spawn in large river systems with well-oxygenated water, with temperatures from 8.0 to 14°C	Would not occur – study area is outside of known range
Amphibians and Reptiles				
California red-legged frog <i>Rana aurora draytonii</i>	T/SSC	Found along the coast and coastal mountain ranges of California from Marin County to San Diego County and in the Sierra Nevada from Tehama County to Fresno County	Permanent and semipermanent aquatic habitats, such as creeks and cold-water ponds, with emergent and submergent vegetation. May estivate in rodent burrows or cracks during dry periods	Would not occur – believed to be extirpated from the valley floor

Common and Scientific Name	Status ^a Federal/State	California Distribution	Habitats	Potential Occurrence in Study Area
Western pond turtle <i>Actinemys marmorata</i>	—/SSC	Occurs throughout California west of the Sierra-Cascade crest. Found from sea level to 6,000 feet. Does not occur in desert regions except for along the Mojave River and its tributaries.	Occupies ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests	May occur – suitable habitat present in Reeds Creek and tributary
Giant garter snake <i>Thamnophis gigas</i>	T/T	Central Valley from Fresno north to the Gridley/Sutter Buttes area; has been extirpated from areas south of Fresno	Sloughs, canals, and other small waterways where there is a prey base of small fish and amphibians; requires grassy banks and emergent vegetation for basking and areas of high ground protected from flooding during winter	May occur – suitable habitat present in Reeds Creek and tributary
Birds				
Swainson’s hawk <i>Buteo swainsoni</i>	—/T	Lower Sacramento and San Joaquin Valleys, the Klamath Basin, and Butte Valley. Highest nesting densities occur near Davis and Woodland, Yolo County	Nests in oaks or cottonwoods in or near riparian habitats. Forages in grasslands, irrigated pastures, and grain fields	May occur – unlikely to nest but foraging habitat is present
Northern harrier <i>Circus cyaneus</i>	—/SSC	Occurs throughout lowland California. Has been recorded in fall at high elevations	Grasslands, meadows, marshes, and seasonal and agricultural wetlands	May occur – unlikely to nest but foraging habitat is present
White-tailed kite <i>Elanus leucurus</i>	—/FP	Lowland areas west of Sierra Nevada from the head of the Sacramento Valley south, including coastal valleys and foothills to western San Diego County	Low foothills or valley areas with valley or live oaks, riparian areas, and marshes near open grasslands	May occur – unlikely to nest but foraging habitat is present

Table B. Continued

Common and Scientific Name	Status ^a Federal/State	California Distribution	Habitats	Potential Occurrence in Study Area
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	C/E	Nests along the upper Sacramento, lower Feather, south fork of the Kern, Amargosa, Santa Ana, and Colorado Rivers	Wide, dense riparian forests with a thick understory of willows for nesting; sites with a dominant cottonwood overstory are preferred for foraging; may avoid valley-oak riparian habitats where scrub jays are abundant	Would not occur – suitable habitat not present
Western burrowing owl <i>Athene cunicularia hypugea</i>	—/SSC	Lowlands throughout California, including the Central Valley, northeastern plateau, southeastern deserts, and coastal areas. Rare along south coast	Level, open, dry, heavily grazed or low stature grassland or desert vegetation with available burrows	May occur – could nest or forage in study area
Bank swallow <i>Riparia riparia</i>	—/T	Occurs along the Sacramento River from Tehama County to Sacramento County, along the Feather and lower American Rivers, in the Owens Valley; and in the plains east of the Cascade Range in Modoc, Lassen, and northern Siskiyou Counties. Small populations near the coast from San Francisco County to Monterey County	Nests in bluffs or banks, usually adjacent to water, where the soil consists of sand or sandy loam	Would not occur – suitable habitat no present
Tricolored blackbird <i>Agelaius tricolor</i>	—/SSC	Permanent resident in the Central Valley from Butte County to Kern County. Breeds at scattered coastal locations from Marin County south to San Diego County; and at scattered locations in Lake, Sonoma, and Solano Counties. Rare nester in Siskiyou, Modoc, and Lassen Counties	Nests in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields. Habitat must be large enough to support 50 pairs. Probably requires water at or near the nesting colony	Could nest in the vicinity of Reeds Creek and forage in grassland and agricultural fields in

Notes:

^a Status explanations:

Federal

- E = listed as endangered under the federal Endangered Species Act.
- T = listed as threatened under the federal Endangered Species Act.
- C = candidate for threatened or endangered status.
- = no status.

State

- E = listed as endangered under the California Endangered Species Act.
- T = listed as threatened under the California Endangered Species Act.
- FP = fully protected under the California Fish and Game Code.
- SSC = species of special concern in California.
- = no status.

Attachment A - PEAR Mitigation and Compliance Cost Estimate*(Standard PSRs Only)

Dist.-Co.-Rte.-KP/PM: 03-Yuba-65/70 65, PM 7.5/9.2 and 70, PM 7.0/9.0 EA: 03-3E810K

Project Description: Mitigation cost estimate not prepared for PSR-PDS

Person completing form/Dist. Office.: _____

Project Manager: _____ Phone number: _____

Date: _____

	Mitigation			Compliance
	Project Feature ¹	Enviro. Obligation ²	Statutory Require. ³	Permit & Agreement ⁴
Fish & Game 1601 Agreement				
Coastal Development Permit				
State Lands Agreement				
NPDES Permit				
COE 404 Permit- Nationwide				
COE 404 Permit- Individual				
COE Section 10 Permit				
COE Section 9 Permit				
Other:				
Noise attenuation				
Special landscaping				
Archaeological				
Biological				
Historical				
Scenic resources				
Wetland/riparian				
Other:				
TOTAL (Enter zeros if no cost)				

- Costs are to be reported in \$1,000's.

ATTACHMENT B - Resources by WBS Code

EA: 03-3E810K

Description: Yuba River Parkway IC Connections at the Route 65/70 IC, Route 65/McGowan Parkway IC, and Route 70/Erle Road IC

WBS Task Activity Code	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Total
Assigned Unit										
Project Management										
100.05.05 – Proj. Init. & Plng.	20	20								40
100.05.10 – PID Exec. & Ctrl.										-
100.05.15 – PID Closeout										-
100.10.05 – PA&ED Init. & Plng.	20	10								30
100.10.10 – PA&ED Exec. & Ctrl.	10	10								20
100.10.15 – PA&ED Closeout	10	10								20
100.10.30 – Prep/Updt Admin Record PA&ED	10	15								25
Total Project Management	70	65	-	-	-	-	-	-	-	135
Perform Preliminary Engineering Studies and Prepare Draft Project Report										
160.05.05 – Review Approved PID	5	5								10
160.05.10 – Review Geotechnical Information		5								5
160.05.20 – Review Traffic Data & Forecasts	5	5								10
160.05.30 – Review Project Scope	20									20
160.10.25 – Perform Hydraulics/Hydro Study							70			70
Total Perf Pre Eng Studies	30	15	-	-	-	-	70	-	-	115
Perform Environmental Studies and Prepare Draft Environmental Document										
165.05.05 – Rev Project Information	20									20
165.05.10 – Pub & Agency Scoping	20	20								40
165.05.15 – Select Alt for Fut Study	5	10								15
165.05.20 – Maps for Env Evaluation		10								10
165.10.05 – Surveys & Map for Study		20								20
165.10.10 – Obtain Rights of Entry	10	10								20
165.10.15 – CIA, Land Use & Growth						200				200
165.10.25 – Noise Study								200		200
165.10.30 – Air Quality Study								140		140
165.10.35 – Water Quality Studies							80			80
165.10.40 – Energy Studies								40		40
165.10.45 – Sum Geotech Report		30								30
165.10.50 – Site Investigation HW					240					240
165.10.65 – Paleontology Study									80	80
165.15.05 – Biological Assessment			120							120
165.15.10 – Wetlands Study			80							80
165.15.15 – Resource Agency Coord			10							10
165.15.20 – NES Report			100							100
165.20.05 – Archaeology Survey										-
165.20.05.05 – Perform Archy Survey				40						40
165.20.05.10 – Conduct NA Consultation				10						10
165.20.05.15 – Perform Records Search				25						25
165.20.05.20 – Conduct Field Survey				60						60
165.20.05.25 – Prepare ASR				80						80
165.20.10 – Phase I Archy Studies										-
165.20.10.05 – Conduct NA Consultation				10						10
165.20.10.10 – Prepare Phase I Proposal				40						40
165.20.10.15 – Conduct Field Investigation				80						80
165.20.10.20 – Analyze Materials				60						60
165.20.10.25 – Prepare Report				60						60
165.20.15 – Phase II Archy Studies										-
165.20.15.05 – Conduct NA Consultation				10						10
165.20.15.10 – Prepare Phase II Proposal				40						40
165.20.15.15 – Conduct Field Investigation				60						60
165.20.15.20 – Analyze Materials				120						120
165.20.15.25 – Prepare Report				50						50
165.20.20 – Hist & Architect Studies										-
165.20.20.05 – Prepare Prelim APE/SAM				30						30
165.20.20.10 – Prep Hist Res Eval Rpt - Archy				40						40
165.20.20.15 – Prep Hist Res Eval Rpt - Arct				40						40
165.20.20.20 – Prepare Bridge Evaluation				10						10
165.20.25 – Cultural Res Comp Docs										-
165.20.25.05 – Prepare Final APE Maps				10						10
165.20.25.10 – Perform PRC 5024.5 Consult				10						10
165.20.25.15 – Prep HPSR/Det Elig/HRCR				15						15
165.20.25.20 – Prep Finding of Effect				80						80
165.20.25.25 – Prep Archy Data Recovery Pln										-
165.20.25.30 – Prepare MOA				80						80

WBS Task Activity Code	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Total
Perform Environmental Studies and Prepare Draft Environmental Document (Continued)										
165.25.05 – Prepare DED	90	180								270
165.25.10 – 4(f) Evaluation	20	100								120
165.25.15 – CE/CE Determination										-
165.25.20 – Peer & Other Reviews	100	140								240
165.25.25 – Obtain Approval to Circ	20	25								45
165.25.30 – Perform Env Coordination	10	30								40
Total Env Studies & Prep DED	295	575	310	1,060	240	200	80	380	80	3,220
Circulate Draft Environmental Document and Select Preferred Project Alternative										
175.05.05 – Master Dist & Inv Lists	10	25								35
175.05.10 – Not Pub Hear & Avail	10	30								40
175.05.15 – Pub & Circulate DED	30	60								90
175.05.20 – Fed Const Det (Coastal)										-
175.10.05 – Need for Pub Hearing	5									5
175.10.10 – Pub Hearing Logistics		30								30
175.10.15 – Displays for Pub Hearing	20	30								50
175.10.20 – Not Pub Hear & Avail	10	20								30
175.10.25 – Review Map Displays	5									5
175.10.30 – Display Pub Hear Maps		10								10
175.10.35 – Hold Public Hearing	10	15								25
175.10.40 – Dist Rec or Pub Hearing	5	20								25
175.15 – Res to Pub Hear Comments	30	40								70
175.20 – Select Preferred Alternative	10									10
Total DED & Preferred Alt	145	280	-	-	-	-	-	-	-	425
Prepare and Approve Project Report and Final Environmental Document										
180.10.05 – Prep & Approve FED	25	25								50
180.10.05.10 – Circulate for Review	5	20								25
180.10.05.10 – Rev due to Review Comments	10	20								30
180.10.05.15 – Section 4(f) Evaluation		30								30
180.10.05.20 – Findings Report	10	20								30
180.10.05.25 – Statement of Overriding Consid	10	20								30
180.10.05.30 – Prepare CEQA Certification	5	15								20
180.10.05.35 – FHWA and Approval	5	5								10
180.10.05.40 – Section 106 Cons & MOA										-
180.10.05.45 – Conduct Section 7 Consult	5	5	5							15
180.10.05.50 – Finalize Section 4(f) Statement		20								20
180.10.05.70 – Finalize Mitigation Measures	10	10								20
180.10.10 – Public Dist of FED	20	40								60
180.10.10.05 – Resp to Comments on FED	20	20								40
180.15.05 – Prep & App ROD (NEPA)										-
180.15.10 – Prep & File NOD (CEQA)		5								5
180.15.20 – Prep/Update Env Commitments										-
Total App PR & FED	125	255	5	-	-	-	-	-	-	385
Total Project Hours	665	1,190	315	1,060	240	200	150	380	80	4,280