

BUT 162 Traffic Signal Upgrade

Butte County, California
03-BUT-162 (PM 16.0/16.7)

EFIS: 0313000314

EA: 03-2F520

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation

July 2015



General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans), as California Environmental Quality Act (CEQA) lead agency, has prepared this Initial Study (IS) to examine the potential environmental impacts associated with the proposed project located in Butte County, California. The document will present any potential environmental impacts related to the project and illustrate how to avoid, minimize and/or possibly mitigate those impacts.

What should you do?

This document is provided as a means to understand the proposed project and its potential effects on the surrounding area.

- Read through this document to understand what is planned and contact Caltrans with any possible concerns you might have. We'd like to hear your thoughts. Hard copies of this document can be found at the:
 - Oroville Branch of Butte County Library, 1820 Mitchell Ave, Oroville, CA 95966
 - The document is also available electronically at <http://www.dot.ca.gov/dist3/departments/envinternet/butte.htm>
- Submit Comments via postal mail service to the following address:

Attn: Mundeep Purewal
California Department of Transportation, Environmental Planning
703 B Street
Marysville, CA 95901
- Or you can submit comments via email to: Mundeep.Purewal@dot.ca.gov
- Please submit your comments by the deadline: September 4, 2015.

What happens next?

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

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Gilbert Mohtes-Chan, Public Information Office, California Department of Transportation, 703 B Street., Marysville, CA 95901; (530) 741-4571.

SCH:TBD
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INITIAL STUDY with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

7-27-15
Date of Approval

for Susan D. Bauer
John D. Webb, Chief
North Region Environmental Services, South

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The project is located in Butte County on Highway 162 in Oroville, from post mile (PM) 16.0 to 16.7. At post mile 16.4 (intersection of 5th Avenue and State Route 162), the proposed project would upgrade the current traffic signal by installing four new signal poles (one at each corner of the intersection), along with overhead mast arms and separate left turn phases for the 5th Avenue Streets. At this intersection, the project will also upgrade six curb ramps to comply with Americans with Disabilities Act (ADA) standards. Drainage inlets and pipes will be installed to correct drainage issues. The project will also upgrade signing and striping, and improve the distressed pavement. The project may include utility relocations including but not limited to buried cable, gas lines, sewer lines and water lines; this won't be determined until the next phase of the project.

There is a signal coordination system already in place from PM 16.4 through 16.7. In order to connect this system within the project limits, the project will install a signal coordination system from PM 16.0 to 16.4. This work will consist of a conduit and include minimal trenching (approximately one foot deep by two feet wide) in the existing westbound paved shoulder from PM 16.0 to 16.4. The project limits will extend from PM 16.0 to 16.7 in order to pull the wire through the existing conduit from PM 16.4 to 16.7. This will allow the project to synchronize the traffic signal at 5th Avenue with the signals at Feather River Boulevard (PM 16.0) and Veatch Street (PM 16.7). As a result, traffic will flow between the three signals yet still allow coordinated queuing of cars affording traffic breaks which will improve access from non-signalized side streets and driveways.

Determination

The proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this project. This does not mean that the Caltrans decision regarding the project is final. This ND is subject to modification based on comments received from interested agencies and the public.

Caltrans has prepared an Initial Study for this project, and following public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on visual aesthetics, agricultural resources, air quality, cultural resources, geology/soils, hydrology/water quality, land use/planning, mineral resources, noise, population/housing growth, public services, recreation, transportation/traffic, or utilities systems.

In addition, the proposed project would have less than significant effect on hazardous waste/materials.

John D. Webb, Chief
North Region Environmental Services, South

Date

Initial Study

Project Title

BUT 162 Traffic Signal Upgrade

Lead Agency Name, Address

California Department of Transportation
District 3
703 B. Street
Marysville, Ca 95901

Project Location

The project is located in Butte County on Highway 162 from postmile 16.0 to 16.7 in the city of Oroville.

Project Sponsor's Name and Address

California Department of Transportation
703 B. Street
Marysville, Ca 95901

Purpose and Need

The purpose of this project is to upgrade the traffic signal at the intersection of State Route 162 and 5th Avenue and to add separate left turn phases for the 5th Avenue Streets. The traffic signal will be synchronized with the signals on Feather River Boulevard and Veatch Street which will allow for improved traffic flow between the three signals. The project is an operational improvement project that is expected to reduce the number of collisions that occur at the intersection of State Route 162 and 5th Avenue, which can be attributed to the 5th Avenue streets not having a protected left turn signal phase or overhead mast arms connected to the traffic signal poles. The pedestrian, bicycle, and vehicle traffic operations will be improved by synchronizing the three traffic signals, upgrading ADA facilities, upgrading signing and striping, upgrading drainage, and improving the distressed pavement.

Description of Project

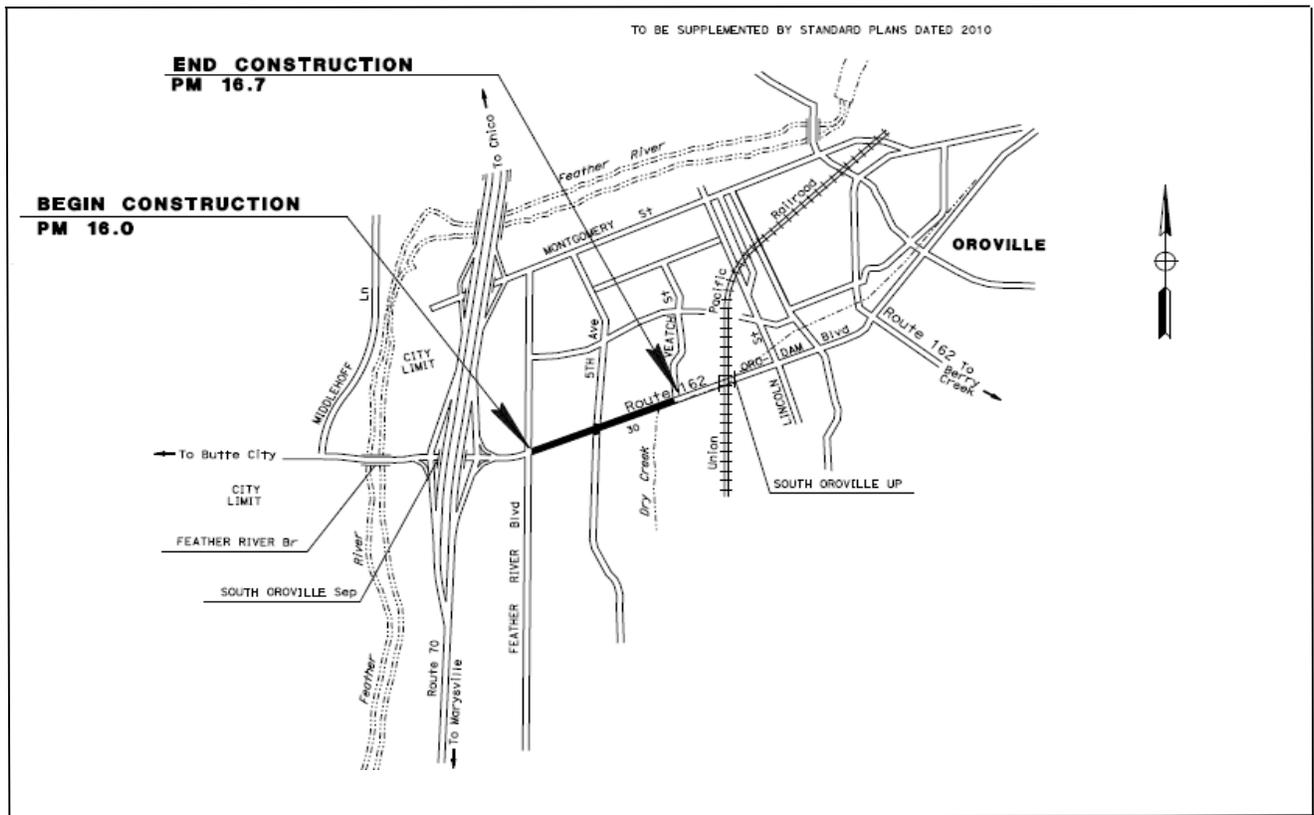
The project is located in Butte County on Highway 162 in Oroville, from post mile 16.0 to 16.7. At post mile 16.4 (intersection of 5th Avenue and State Route 162), the project proposes to upgrade the current traffic signal by installing four new signal poles (one at each corner of the intersection), along with overhead mast arms and separate left turn phases for the 5th Avenue Streets. At this intersection, the project will also upgrade six curb ramps to comply with Americans with Disabilities Act (ADA) standards. Drainage inlets and pipes will be installed to correct drainage issues. The project will also upgrade signing and striping, and improve the distressed pavement. The project may include utility relocations including but not limited to buried cable, gas lines, sewer lines and water lines; this won't be determined until the next phase of the project.

There is a signal coordination system already in place from PM 16.4 through 16.7. In order to connect this system within the project limits, the project will install a signal coordination system from PM 16.0 to 16.4. This work will consist of a conduit and include minimal trenching (approximately one foot deep by two feet wide) in the existing westbound paved shoulder from PM 16.0 to 16.4. The project limits will extend from PM 16.0 to 16.7 in order to pull the wire through the existing conduit from PM 16.4 to 16.7. This will allow the project to synchronize the traffic signal at 5th Avenue with the signals at Feather River Boulevard (PM 16.0) and Veatch Street (PM 16.7). As a result, traffic flow will be much smoother between the three signals.

Permits and Approvals Needed

No permits and/or other agency approvals are required.

Project Location Map



Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Less than Significant Impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

CEQA Checklist

The CEQA impacts checklist starting on the next page identifies physical, biological, social, and economic factors that might be affected by the proposed project.

Environmental studies were completed in June 2015 to assess the potential impacts of the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

A brief explanation of each California Environmental Quality Act checklist determination follows each checklist item. The checklist is followed by a focused discussion of hazardous waste issues relating to this project.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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I. AESTHETICS — Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determinations in this section are based on the project scope and review of the Visual Impact Assessment, April 2015.

II. AGRICULTURE RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determinations in this section are based on the project scope and location as verified at a field review in March, 2015.

III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the project scope and review of the Air Quality Report, March 2015.

IV. BIOLOGICAL RESOURCES — Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the project scope and review of the Natural Environmental Study (NES), March 2015.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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V. CULTURAL RESOURCES — Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determinations in this section are based on the project scope and review of the Cultural Resource Report, May 2015.

VI. GEOLOGY AND SOILS — Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

“No Impact” determinations in this section are based on the project scope and field review.

VII. HAZARDS AND HAZARDOUS MATERIALS —

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” and “Less than significant impact” determinations are based on the project scope, field review, and the Initial Site Assessment, July 2015.

VIII. HYDROLOGY AND WATER QUALITY —

Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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j) Result in inundation by a seiche, tsunami, or mudflow?

“No Impact” determinations in this section are based on the project scope and review of the Water Quality Report, July 2015.

IX. LAND USE AND PLANNING — Would the project:

a) Physically divide an established community?

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

“No Impact” determinations in this section are based on the project scope and location as verified at a field review in March, 2015.

X. MINERAL RESOURCES — Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

“No Impact” determinations in this section are based on the project scope and location as verified at a field review in March, 2015.

XI. NOISE — Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the project scope and review of the Noise Study, March 2015.

XII. POPULATION AND HOUSING — Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the project scope and field review.

XIII. PUBLIC SERVICES —

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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“No Impact” determinations in this section are based on the project scope and field review.

XIV. RECREATION —

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

“No Impact” determinations in this section are based on the project scope and location as verified at a field review in March, 2015.

XV. TRANSPORTATION/TRAFFIC — Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

“No Impact” determinations in this section are based on the project scope and review of the Project Report, July 2015.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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XVI. UTILITY AND SERVICE SYSTEMS — Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” and “Less than significant impact” determinations are based on the project scope, field review, and the Water Quality Assessment, July 2015.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE —

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Affected Environment, Environmental Consequences, and Mitigation Measures

Hazardous Waste Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is encountered, disturbed during, or generated during project construction.

Affected Environment

While preparing the Initial Site Assessment for this project, it was discovered that two of the private properties where the new traffic signal poles will be located were eligible for the Cortese Site List (also referred to as Government Code Section 65962.5). The Cortese Site List is a list of properties which either contained or may still contain hazardous material.

In addition, hazardous levels of lead and chromium are known to exist in the yellow color traffic stripes and non-hazardous levels of lead are known to exist in the white traffic striping.

Environmental Consequences

Although the two existing properties remain eligible for the Cortese List, the properties no longer contain hazardous levels of contaminants. No site is ever removed from the list once added; facilities are just cleared to say they will not pose a risk to the environment. The proposed project is not expected to have a significant environmental impact related to hazardous materials.

Traffic stripes will be removed by cold planing along the roadway; this method manages and maintains the lead and chromium at nonhazardous levels.

Avoidance and Minimization Measures

- Use Standard Special Provision 15-1.03B (Residue Containing High Lead Concentration Paints) for the removal of traffic striping, which requires a Lead Compliance Plan

Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

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March 2013

NON-DISCRIMINATION POLICY STATEMENT

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For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

List of Preparers

The following Caltrans North Region staff contributed to the preparation of this Initial Study:

Mundeep Purewal – Environmental Coordinator and Environmental Document Preparer

Suzanne Melim – Environmental Branch Chief

Eric Souza – Project Engineer and Project Report preparer

Kathleen Grady – Landscape Architect and Visual Impact Assessment preparer

Erick Wulf – Cultural Resource Specialist and Memorandum of Compliance preparer

Kenneth Russo – Biologist and Natural Environment Study Preparer

Rajive Chadha – Hazardous Waste and Water Quality Specialist, Preparer of Hazardous Waste Study and Water Quality Assessment

Jason Lee – Air and Noise Specialist, Preparer of Air Quality/Noise Analysis

List of Technical Studies

To assist in the identification and assessment of potential environmental impacts of the proposed project, Caltrans Environmental staff prepared the following technical reports:

Initial Site Assessment (Hazardous Waste, Caltrans, July 2015)

Natural Environment Study (Biology, Caltrans, March 2015)

No Effects Memorandum (Cultural Resources, Caltrans, May 2015)

Visual Impact Assessment (Landscape, Caltrans, April 2015)

Water Quality Assessment (NPDES, Caltrans, July 2015)

Air Quality and Noise Analysis (Caltrans, March 2015)