

I-80 Across the Top Bus/Carpool Lanes Project

SACRAMENTO COUNTY, CALIFORNIA
DISTRICT 3 – SAC – 80, PM 0.3/10.4
03-37970

DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT



Prepared by the
US Department of Transportation
Federal Highway Administration
and the
State of California Department of Transportation



April 2007



General Information About this Document

What's in this document?

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) have prepared this Environmental Impact Report/Environmental Assessment, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Sacramento County, California. The document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, the potential impacts from each of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.

What should you do?

- Please read this Environmental Impact Report/Environmental Assessment. Additional copies of this document, as well as the technical studies, are available for review at:
 - Caltrans District 3 Sacramento Office
2389 Gateway Oaks Drive, Suite 100
Sacramento, CA 95833
(916) 274-0586
 - Sacramento Public Libraries:
 - Central Library
828 I Street
Sacramento, CA 95814
 - South Natomas Library
2901 Truxel Road,
Sacramento, CA 95833
 - Del Paso Heights Library
920 Grand Avenue
Sacramento, CA 95838
 - Arcade Learning Library
2443 Marconi Avenue
Sacramento, CA 95821
- Attend public workshop. Public workshops will be held to present the project and solicit comments on the Draft EIR/EA at the following locations, dates and times:
 - Hamilton Street Park Recreation Center
Hamilton Street and Myrtle Avenue, Sacramento
Wednesday, May 9, 2007, 5 PM - 7 PM
 - Caltrans District 3 Office
2800 Gateway Oaks Drive, Sacramento
Tuesday, May 15, 2007, 5 PM - 7 PM

- We welcome your comments. If you have any comments regarding the proposed project, please attend the public workshop and/or send your written comments to Caltrans by the deadline.
- Submit comments via postal mail to:

Jeremy Ketchum, Environmental Branch Chief
Attention: Ken Lastufka
Dept. of Transportation, Environmental Planning
2389 Gateway Oaks Drive, Suite 100
Sacramento, CA 95833

- Submit comments via email to ken_lastufka@dot.ca.gov.
- Submit comments by the deadline: June 6, 2007.

What happens after this?

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

For individuals with sensory disabilities, this document is 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: Ken Lastufka, Office of Environmental Management, S-1, 2389 Gateway Oaks Drive, Sacramento, CA 95833; (916) 274-0586 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

It should be noted that at a future date FHWA or another Federal Agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that a final action has been taken on this project by FHWA or another Federal agency. If such notice is published, a lawsuit or other legal claim will be barred unless it is filed within 180 days after the date of publication of the notice (or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed). If no notice is published, then the lawsuit or claim can be filed as long as the periods of time provided by other Federal laws that govern claims are met.

I-80 ACROSS THE TOP BUS/CARPOOL LANE PROJECT

This project is located in the City and County of Sacramento along
Interstate 80 from Watt Avenue and the Sacramento River (PM 0.3/10.4)

DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT

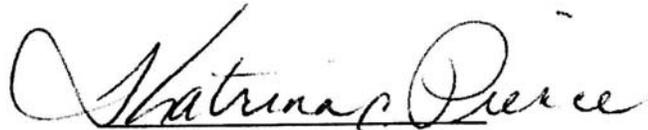
Submitted Pursuant to: (State) California Public Resources Code §21000 et seq
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

US DEPARTMENT OF TRANSPORTATION
Federal Highway Administration, and

3/29/07

Date of Approval



Katrina Pierce
North Region Environmental Division Chief
California Department of Transportation

3/29/07

Date of Approval



Mr. Gene Fong
Division Administrator
Federal Highway Administration

SUMMARY

The proposed project is a joint effort by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under CEQA and the FHWA is lead agency under NEPA.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, it is quite often the case that a “lower level” document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

Following receipt of public comments on the Draft EIR/EA and circulation of the Final EIR/EA, the lead agencies will be required to take actions regarding the environmental document. Caltrans will determine whether to certify the EIR and issue Findings and a Statement of Overriding Considerations and FHWA will decide whether to issue a Finding of No Significant Impact or require an Environmental Impact Statement.

S-1 PROPOSED ACTION

The project proposes to construct bus/carpool lanes in the median of Interstate 80 (I-80) in Sacramento County from east of the Sacramento River to Watt Avenue (PM 0.3 – 10.4). The project also includes auxiliary lanes in the eastbound and westbound directions between the West El Camino Avenue interchange and the Interstate 5 (I-5)/I-80 separation and between Northgate Boulevard and Norwood Avenue. Retaining walls and sound walls are proposed at various locations along the project. Figure 1-1 shows the project location.

S-2 PROJECT ALTERNATIVES

There are two proposed alternatives:

Alternative 1: Bus/Carpool Lanes and Auxiliary Lanes

Alternative 1 would connect to the existing bus/carpool lanes that extend east from Watt Avenue to Placer County. Specifically, Alternative 1 would:

- Add a 12-foot bus/carpool lane, a minimum 10-foot median shoulder with an exception, and a 1-foot area for a concrete median barrier in each direction from Watt Avenue to West El Camino Avenue.
- Add 12-foot eastbound and westbound auxiliary lanes on I-80 in two locations, from West El Camino Avenue to I-5 and between Northgate Boulevard and Norwood Avenue.
- Widen four structures: Natomas East Canal Bridge and Overhead, Rio Linda Boulevard Undercrossing, Winters Street Undercrossing, and Del Paso Park Separation Overhead. All structures will be widened to the inside.
- Install ramp metering and bus/carpool bypass lane on-ramps at selected interchanges, if feasible.
- Construct sound walls and retaining walls at various locations.

Alternative 2: No Build

S-3 OTHER PROPOSED ACTIONS IN PROJECT VICINITY

The following FHWA/Caltrans transportation projects are planned along or near I-80 in the general vicinity of the proposed project:

- Sac 80 Capitol Preventative Maintenance (CAPM) Project – replace failed Portland Cement Concrete (PCC) slabs, overlay the PCC mainline, and reconstruct existing shoulder along I-80 between the Sacramento River to the Del Paso Park separation overhead. This project and the proposed I-80 bus/carpool lane project will be constructed at the same time.
- I-5/I-80 Interchange Improvements – replace the east to north loop ramp with a flyover, enlarging the remaining loop ramps, and adding direct HOV connector ramps.
- I-80/West El Camino Avenue Interchange Improvements – widen the overcrossing and signalizing ramp terminal intersections.
- I-5 HOV lanes from downtown Sacramento to the Sacramento International Airport.

The following City of Sacramento transportation project is also planned along I-80:

- I-80 Interchange Enhancements – improvements and expansion of I-80 interchanges at West El Camino and Northgate Boulevard.

S-4 POTENTIAL ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

Table S-1 summarizes the potential significant impacts of and includes proposed mitigation measures to reduce significant impacts. Table S-2 lists other project impacts and proposed avoidance / minimization measures. Details for each environmental category are presented in Chapter 2 (Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures) of this document.

Table S-1. Summary of Potential Significant Impacts (Under CEQA) and Proposed Mitigation Measures

Affected Resources	Potential Significant Impacts (Under CEQA)	Mitigation Measures	Significance After Mitigation*	See Section
Special-Status Animal Species	<ul style="list-style-type: none"> Potential temporary impacts to 3.0 acres of giant garter snake upland habitat at the NEMDC. 	<ul style="list-style-type: none"> Alternative 1 will result in less than 20 acres of temporary impacts to GGS upland habitat (approximately 3.0 acres), lasting two construction seasons. The project will likely qualify as Level 2 effects for temporary disturbance of 3.0 acres of GGS upland habitat, with restoration plus 1:1 replacement as compensation, per the USFWS Programmatic Biological Opinion (USFWS File No. 1-1-03-F-0154, dated January 24, 2005). All areas temporarily disturbed during construction will be restored within one year of completion of the project, following the “<i>Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat</i>”, outlined below: <ul style="list-style-type: none"> If necessary, the disturbed area will be graded to its preexisting contours and ripped to de-compact the soil. The area should be hydroseeded with a mix containing at least 20-40 percent native grass seeds. Some acceptable native grasses include annual fescue (<i>Vulpia</i> spp.), California brome (<i>Bromus carinatus</i>), blue wildrye (<i>Elymus glaucus</i>), and needle grass (<i>Nassella</i> spp.). The seed mix should also contain native forb seeds. Replacement of GGS upland habitat temporarily affected by the project will be satisfied through purchase of mitigation credits at a USFWS approved conservation bank. 	LS	2.17.2.3

* LS = less than significant

Table S-2. Summary of Potential Environmental Impacts and Proposed Avoidance / Minimization Measures

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
Community Facilities	<ul style="list-style-type: none"> • A number of transportation projects are planned in the region in the next 4 to 7 years. • Possible detours during construction. 	<ul style="list-style-type: none"> • Complete a Regional Transportation Management Plan that will help organize the construction phasing for planned transportation projects in the region. • Develop a detour plan. 	2.4.4
Community Impacts: Traffic & Transportation/ Pedestrian and Bicycle Facilities	<ul style="list-style-type: none"> • Two bicycle paths cross under I-80: one on the top of the levee within the Ueda Parkway east of Northgate Boulevard and another along an abandoned railroad right of way east of Rio Linda Boulevard. 	<ul style="list-style-type: none"> • Bike routes and bike paths will remain open during construction. 	2.5.2
Visual Resources	<ul style="list-style-type: none"> • Highway users will experience one additional lane of traffic in each direction on the outside of the existing traveled way in two locations: between West El Camino Avenue and I-5 and between Northgate Boulevard and Norwood Avenue. These additional lanes will result in more pavement/shoulder and the removal of trees and shrubs. • New sound walls are proposed at various locations and heights on both sides of I-80. Walls would block views of the highway from at-grade residential and commercial locations. Windows in two story homes or businesses are above the 8' sound walls. Sound walls covered in graffiti can distract the highway traveler. • Alternative 1 will remove existing trees and shrubs. • The existing mowed median will be paved. 	<ul style="list-style-type: none"> • All grade changes should be landscaped/irrigated with drought tolerant trees, shrubs, and groundcovers. Landscaping provides permanent pollution prevention and Best Management Practice in storm water management. In addition, slopes under the bridge should be paved full length to minimize maintenance and potential for erosion. • New median barriers should have an aesthetic treatment to compensate for the additional height and visual impact. • Install new landscaping along proposed auxiliary lanes. • Plant vines in front of new sound walls to reduce potential graffiti and sound wall maintenance. • Replant removed trees and shrubs. • Replace removed irrigation, and install new irrigation were needed. • Follow Best Management Practices (BMPs): <ul style="list-style-type: none"> - Where possible, cut and fill slopes will be contour graded and rounded so as to reflect the contours of adjacent, undisturbed topography to the extent feasible. To the extent feasible, grading operations will not result in angular landforms. - During clearing and grubbing, stockpiling of existing surface soils and duff from the construction site will occur as part of the excavation work. All new cut/fill slopes with stockpiled material to enhance re-vegetation efforts will be 	2.6.5

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
		<p>resurfaced.</p> <ul style="list-style-type: none"> - Plant species native to the area shall be used when re-vegetation is being performed. - Erosion Control will be applied to all disturbed areas. - Projects disturbing more than 2.4 acres of land require a National Pollution Discharge Elimination System (NPDES) permit. Disturbance includes all newly paved land surfaces. This permit regulates all storm water discharges associated with construction activities. Compliance with the Storm Water Management Plan and Storm Water Quality Standards is also required. These regulations protect fish and wildlife as well as set standards for re-vegetation and erosion control. 	
Paleontology	<ul style="list-style-type: none"> • Potential for fossil remains to be uncovered by excavations during project construction. 	<ul style="list-style-type: none"> • Monitor where excavation or road cuts could disturb fossil-bearing sedimentary strata. • Contractor undertaking monitoring will adhere to the paleontological plan. 	2.10.4
Hazardous Materials	<ul style="list-style-type: none"> • During site investigation, remediation activities, and subsequent construction activities, public health and the health of the construction workers could potentially be affected by airborne dust particles containing heavy metals, petroleum hydrocarbons, asbestos, and lead. 	<ul style="list-style-type: none"> • Prepare health and safety plans to address potential effects of the various chemical compounds that could be encountered. • It is Caltrans policy to avoid hazardous waste, whenever possible. If involvement becomes necessary prior to, during and/or after construction, protection for employees, workers and the community would be implemented. Confirmation and documentation of suspected hazardous waste issues will be performed, and an attempt will be made to have responsible parties perform the cleanup activities. • If hazardous waste is encountered in soil and/or groundwater, appropriate cleanup methods will be recommended. • Caltrans will perform site investigations for all identified properties to confirm or dismiss potential hazardous waste issues. Upon confirmation of hazardous waste issues, responsible parties will be sought for appropriate cleanup. 	2.11.3
Air Quality	<ul style="list-style-type: none"> • Short-term construction-related air emissions, including dust and exhaust emissions from construction equipment. 	<ul style="list-style-type: none"> • In order to minimize the temporary construction-related emission impacts, the contractor will be required to use Best Management Practices and comply with Caltrans Standard 	2.13.3

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
	<ul style="list-style-type: none"> • Reduce greenhouse gas emissions. 	<p>Specifications, Section 7-1.01F, "Air Pollution Control" and Section 10, "Dust Control." The contractor is also required to comply with all pertinent rules, regulations, ordinances, and statutes of the Sacramento Metropolitan Air Quality Management District.</p> <p>Caltrans and its parent agency, the Business, Transportation, and Housing Agency, will continue to address greenhouse gas emission reductions through the following strategies in the Climate Action Program:</p> <ul style="list-style-type: none"> • Improve Transportation Energy Efficiency <p>Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.</p> <ul style="list-style-type: none"> • Smart Land Use and Intelligent Transportation Systems (ITS) <p>Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity, and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridors; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident</p>	

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
		management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	
Noise	<ul style="list-style-type: none"> The estimated increase in noise levels due to the project was 1 to 2 dBA, which is not considered substantial. However, receivers immediately adjacent to the project (such as homes, apartments, and hotels/motels) are currently experiencing noise levels above the federal threshold of 67 dBA. 	<ul style="list-style-type: none"> Caltrans intends to incorporate noise abatement measures in the form of barriers (sound walls) at the following 10 locations: WB5, WB6, WB7A, WB7B, WB7C, EB6A, EB6B, EB7A, EB7B, and EB7C. 	2.13.3.4
Wetlands	<ul style="list-style-type: none"> Alternative 1 will permanently affect one small wetland located in the roadside ditch bordering the eastbound shoulder of I-80, encompasses approximately 0.001-acre. Permanent impacts to other waters consists of the installation of 8 new, 5-foot by 3.5-foot, oblong columns within the NEMDC, encompassing approximately 0.003 acres; and, if jurisdictional, the two shoulder ditches between West El Camino Avenue and I-5, which will encompass an area of approximately 0.31 acres. Work in the NEMDC will avoid placing any temporary or permanent structures in Steelhead Creek, and avoid any temporary discharge of fill into Steelhead Creek. However, the activity may result in temporary impacts to the NEMDC channel, outside Steelhead Creek, which could include soil compaction and disturbance to vegetation associated with equipment access and construction activities to drill and install the 8 columns. 	<ul style="list-style-type: none"> Alternative 1 will require the relocation of the ditches adjacent to the auxiliary lane, regardless if they are subject to USACE jurisdiction. The new ditches will be graded to receive roadway and irrigation runoff as they do now. Hydrophytic vegetation is expected to re-establish itself in the wetland. Temporary impacts to NEMDC will be minimized by working during the summer months when the NEMDC channel is dry (except for Steelhead Creek), and by using mats to minimize compaction of soil. All appropriate Best Management Practices (BMP's), which will be part of the Storm Water Pollution Prevention Plan (SWPPP), will be implemented to avoid and minimize impacts to the NEMDC and Steelhead Creek. 	2.15.4
Riparian Habitat	<ul style="list-style-type: none"> Under Alternative 1, the proposed widening of NEMDC will affect approximately 0.003 acres of hydrophytic forbs and grasses from the installation 	<ul style="list-style-type: none"> Placing mats on the ground to reduce compaction Confining equipment and personnel access to the minimum area necessary (areas to be avoided will be designated with 	2.16.2

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
	<p>of 8 5 foot by 3.5 foot support columns. Three riparian trees, two Goodding willows and an Oregon ash, may require trimming to accommodate construction equipment underneath the overcrossing structures.</p>	<p>Environmental Sensitive Area (ESA) fencing)</p> <ul style="list-style-type: none"> Minimizing the number of limbs trimmed from willows and ash (if required) 	
<p>Special-Status Animal Species</p>	<ul style="list-style-type: none"> Under Alternative 1, there may be potential impacts to steelhead, Chinook salmon, giant garter snake, Swainson’s hawk, western pond turtle, Cooper’s hawk, tricolored blackbird, western burrowing owl, white-tailed kite, loggerhead shrike, Oak Titmouse, Nuttall’s woodpecker, purple martin, swallows, and swifts. 	<p>Steelhead and Chinook Salmon</p> <ul style="list-style-type: none"> Comply with June 1 – October 1 work window. No work will occur within the bed and banks of Steelhead Creek. All construction within NEMDC will occur during daylight hours. Mats will be placed in NEMDC to minimize potential compaction of soils and to reduce the potential for sediments to enter Steelhead Creek. Measures consistent with the current Caltrans’ Construction BMP’s Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and WPCP Manuals will be implemented to minimize effects to migrating salmonids during construction. In the October following each construction season, all areas temporarily disturbed during construction (e.g., equipment storage and access areas) will be reseeded with erosion control seeding consisting of a sterile, non-proliferating grass species, such as cereal barley. The seed mix shall not include any fertilizers or chemicals. Following project completion, all areas temporarily disturbed during construction will be restored following the “<i>Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat</i>”, outlined below. The disturbed area(s) will be re-graded to its pre-existing contour and ripped, if necessary, to de-compact the soil. If appropriate, the areas will be hydroseeded, with a mix containing at least 20 to 40 percent native grass seeds. The seed mix will also contain 2 to 10 percent native forb seeds, and approximately 40 to 68 percent of the seed mix may be non-native, non-aggressive European annual grass. Aggressive non-native grasses will not be included in the seed 	<p>2.17.2.3</p>

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
		<p>mix. Endophyte-infected grasses will not be included in the seed mix.</p> <p>Giant Garter Snake</p> <ul style="list-style-type: none"> • Avoid construction related activities to the extent feasible within 200 feet from the banks of GGS aquatic habitat, and confine the movement of heavy equipment to existing roadways to the extent feasible, to minimize habitat disturbance. ESA fencing will be installed to prevent access to areas outside the construction site. No vehicles or equipment will be stored in the NEMDC. • Construction activity within habitat should be conducted between May 1 and October 1. If it appears that construction activities in snake habitat may go beyond October 1, the USFWS will be contacted as soon as possible, and no later than September 15, to determine if additional measures are necessary to minimize take. • Confine clearing to the minimal area necessary to facilitate construction activities. Flag and designate avoided GGS habitat within or adjacent to the project area ESA's. All construction personnel shall avoid these areas. • Construction personnel shall receive Service-approved worker environmental awareness training. • Twenty-four hours prior to construction activities, the project area shall be surveyed for GGS. If a snake is encountered during construction, activities shall cease until appropriate corrective measures have been completed or it has been determined that the snake will not be harmed. Report any sightings and/or any incidental take to the US Fish and Wildlife Service immediately. • If applicable, any dewatered habitat should remain dry for at least 15 consecutive days after April 15 and prior to excavating or filling of the dewatered habitat. • After completion of construction activities, remove any temporary fill and construction debris and, wherever feasible, restore disturbed areas to pre-project conditions. • All construction within NEMDC will be conducted during daylight hours. • Measures consistent with the current Caltrans' Construction 	

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
		<p>Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals will be implemented to minimize effects to GGS (e.g., siltation) during construction.</p> <ul style="list-style-type: none"> A WPCP will be prepared by the contractor in accordance with typical provisions associated with a Regional General Permit for Construction (on file with the Central Valley RWQCB). The WPCP will contain a Spill Response Plan with instructions and procedures for reporting spills, the use and location of spill containment equipment, and the use and location of spill collection materials. <p>Swainson's Hawk</p> <ul style="list-style-type: none"> Tree removal will occur during the non-breeding season between September 15 and February 15, to the extent possible, to comply with the Migratory Bird Treaty Act. If trees cannot be removed during this time period, a qualified biologist will conduct a pre-construction survey prior to the start of construction to search for raptor nests. If Swainson's hawks or other raptors are observed nesting, California Dept. of Fish and Game shall be contacted for their advice on establishing a buffer zone of appropriate length. Compensatory mitigation for the loss of foraging habitat is not anticipated. <p>Western Pond Turtle</p> <ul style="list-style-type: none"> Construction activities in the NEMDC will occur during the summer months to minimize potential impacts to steelhead and giant garter snake, and only during the daylight hours. Western pond turtles are most active during this time period as well; as a result, it is expected that turtles, if present, would move upstream or downstream of the temporary construction activities. <p>Cooper's Hawk</p> <ul style="list-style-type: none"> Refer to discussion under Swainson's hawk, above. <p>Tricolored Blackbird</p>	

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
		<ul style="list-style-type: none"> • If tricolored blackbirds are found nesting within the NEMDC near the project site, CDFG will be contacted for their advice on the establishment of appropriate buffers. <p>Western Burrowing Owl (BUOW)</p> <ul style="list-style-type: none"> • A qualified biologist will survey the ESL for BUOW no more than 30 days prior to the start of construction. If BUOW or sign is identified, CDFG will be consulted. <p>White-tailed Kite</p> <ul style="list-style-type: none"> • A qualified biologist will conduct pre-construction surveys in the spring, prior to the start of construction. If kites or other raptors are observed nesting, CDFG will be contacted and a suitable buffer zone will be established. • Any trees that require removal should be removed outside the nesting season, after September 1st and before February 1st, if feasible, to conform to the MBTA. • All construction within NEMDC will be conducted during daylight hours. <p>Loggerhead Shrike</p> <ul style="list-style-type: none"> • A qualified biologist will conduct pre-construction surveys in the spring prior to construction, to determine the nesting status of loggerhead shrike. If a found nesting, the CDFG will be notified and an appropriate buffer will be established around the nest until the young have fledged. If no nests are found, then avoidance or minimization measures will not be required. <p>Nuttall's Woodpecker and Oak Titmouse</p> <ul style="list-style-type: none"> • The project will comply with the Migratory Bird Treaty Act regulations to minimize potential impacts to Nuttall's woodpecker, oak titmouse, and other migratory birds. Tree removal will occur between September 1 and February 1. <p>Purple Martin</p> <ul style="list-style-type: none"> • Surveys will be conducted each season prior to construction to document the status of the Roseville Road colony and identify new colonies that may become established at other overcrossings. 	

Affected Resources	Potential Impacts	Avoidance / Minimization Measures	See Section
		<ul style="list-style-type: none"> • Weep holes will be plugged during the non-breeding season (September 1 – March 1) of the year of project construction, to conform with the MBTA. Exclusion devices will be left in place until August 31 or until all work is completed. The CDFG will be consulted regarding the exclusion of martins on any structures within the project area. <p>Swallows and Swifts</p> <ul style="list-style-type: none"> • Because work will occur during the swallow/swift nesting season (March 1 – August 31) swallows will be excluded, if necessary, by a qualified company during the non-breeding season immediately prior to start of construction. Exclusion structures (e.g., netting and weep hole plugs) will be left in place and maintained through August 31 of each breeding season, or until the work is complete. 	
Invasive Species	None anticipated	<ul style="list-style-type: none"> • Caltrans will not allow disposal of soil and plant material from any areas that support invasive plant species onto areas that support stands dominated by native plant species; and, • Plant species used for erosion control should consist of native, non-invasive species or non-persistent hybrids that will serve to stabilize site conditions and prevent invasive species from colonizing. 	2.16.5