

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 7, 2013

Reference No.: 2.2b. (1)
Action

From: ANDRE BOUTROS
Executive Director

Draft Environmental Impact Reports – Interstate 5 Bus/Carpool Lanes Project; State Route 57/State Route 60 Confluence at Grand Avenue Project; State Route 58 Hinkley Expressway Project

ISSUE:

Should the Commission, as a Responsible Agency, provide comments to the Draft Environmental Impact Reports (DEIRs) prepared for the Interstate 5 Bus/Carpool Lanes Project, the State Route 57/State Route 60 Confluence at Grand Avenue Project, and the State Route 58 Hinkley Expressway Project?

RECOMMENDATION:

Staff recommends that the Commission make no comments relative to the alternatives or environmental impacts addressed in the DEIRs. However, staff recommends that letters be sent to the Department that state the following:

Interstate 5 Bus/Carpool Lanes and State Route 57/State Route 60 Confluence at Grand Avenue

- The Commission has no comments with respect to each project purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used.
- The Commission recommends that the Department and its partners identify and secure the necessary funding to complete each project.
- If in the future, funds or other actions under the purview of the Commission are anticipated, upon completion of the final environmental documents, notification should be provided to the Commission as a Responsible Agency.

State Route 58 Hinkley Expressway Project

- The Commission has no comments with respect to the project purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used.
- If in the future, funds or other actions under the purview of the Commission are anticipated, upon completion of the final environmental document, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

The Department is the designated CEQA Lead Agency responsible for the environmental review of the three projects identified above. For project summary, project alternatives, environmental considerations, and funding information, please see the Department's memorandum included as agenda item 2.2b (1).

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 7, 2013

Reference No.: 2.2b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce April
Acting Division Chief
Environmental Analysis

Subject: **COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORTS**

RECOMMENDATION:

The Department of Transportation recommends that the California Transportation Commission (Commission) review and comment at the May Commission meeting on the following Draft Environmental Impact Reports:

ISSUE:

03-Sac-80, PM 9.7/22.5

This project in Sacramento County will add bus/carpool lanes to Interstate 5 (I-5) from 1.1 miles south of Elk Grove Boulevard to United States Highway 50 (US-50). The project is programmed in the 2012 State Transportation Improvement Program for design and right of way only. The total estimated cost for construction and support is \$125,200,000. Depending on the availability of funding, construction is estimated to begin in Fiscal Year 2017-18.

Alternatives considered for the proposed project include:

- No Build Alternative.
- Alternative 1- Bus/Carpool Addition and Miscellaneous Improvements. This alternative will add bus/carpool lanes, also known as high occupancy vehicle lanes (HOV lanes), in both directions of I-5. This alternative would construct additional lanes in each direction from 1.1 miles south of Elk Grove Blvd. to just south of the I-5/US-50 interchange.
- Alternative 2 – Mixed Flow Alternative. Same as Alternative 1 except it includes the construction of mixed flow or general-purpose lanes in both directions rather than HOV lanes.
- Alternative 3 – Mixed Flow to Bus/Carpool Conversion. This alternative will convert an existing lane to a HOV lane. This alternative would re-stripe and sign the existing inside shoulder lane to prohibit non-HOV traffic during peak periods.

The decision to prepare an Environmental Impact Report (EIR) was made due to analysis results indicating unavoidable significant environmental impacts. Impacts include:

- Biological resources

The following measures would be incorporated to minimize impacts of the project:

- Replacement plantings for all vegetation removed during construction.
- Preparation and implementation of a paleontological monitoring program.
- Wetlands impacts will be mitigated through restoration, purchase of credits at an approved mitigation bank, and the creation of vegetated buffers.
- Impacts to Giant Garter Snake habitat will be compensated at a 3:1 ratio.

Attachment 1

ISSUE:

07-LA-60, PM R4.3/R26.5, 07-LA-57, PM R4.3/R4.5 & R4.5/R4.8

This project in Los Angeles County will construct freeway improvements at the confluence of State Route 57 (SR-57) and State Route 60 (SR-60). The project is proposed to be funded with federal and local dollars. Depending on the alternative selected, the total estimated project cost is between \$220,000,000 and \$239,000,000. Construction is estimated to begin in Fiscal Year 2015-16.

Alternatives considered for the proposed project include:

- No Build Alternative.
- Alternative 2 - This alternative would maintain the existing compact-diamond configuration with added capacity at on and off-ramps. A new bypass single ramp lane would connect from northbound SR-57 to the Grand Avenue off-ramp. A bypass lane on-ramp would be constructed to connect Grand Avenue to eastbound SR-60. In the westbound direction of SR-60, the existing dropped lane would be extended all the way to Grand Avenue. The Grand Avenue overcrossing would be widened to four lanes in each direction
- Alternative 3 - This alternative consists of the same improvement components as Alternative 2 except an additional eastbound loop on-ramp from Grand Avenue is proposed as a component of the project.

The decision to prepare an EIR was made due to analysis results indicating unavoidable significant environmental impacts. Impacts include:

- Cumulative traffic noise

The following measures would be incorporated to minimize impacts of the project:

- Currently noise walls were not found to be reasonable and feasible based on the Noise Abatement Design Report. A final decision to construct noise abatement will be made upon completion of the project design.
- Caltrans Noise Control Standard Specifications and Special Provisions will be implemented to minimize temporary noise impacts during construction

Attachment 2

ISSUE:

08-SBd-58, PM 22.2/31.1

This project in San Bernardino County will widen a portion of State Route 58 (SR-58) from two lanes to four lanes. The project is programmed in the 2012 State Transportation Improvement Program. The total estimated cost for construction and support is \$194,925,000. Construction is estimated to begin in Fiscal Year 2014-15.

Alternatives considered for the proposed project include:

- No Build Alternative.
- Alternative 2 – Southerly Alignment (Identified Preferred Alternative). A new alignment would diverge from the existing alignment of SR-58 west of Valley View Road and rejoin the existing SR-58 alignment just east of Lenwood Road. The alignment would run approximately 0.5 mile south of the existing SR-58 alignment.
- Alternative 3 – Existing Alignment. A new facility would run along the existing SR-58 alignment. At the easterly end of the project the alignment would be adjusted to avoid encroachment on the Burlington Northern Santa Fe (BNSF) railroad tracks.
- Alternative 4 – Northerly Alignment. A new alignment would diverge from the existing alignment of SR-58 east of Frontier Road and would rejoin the existing SR-58 alignment just east of Lenwood Road. The alignment would run approximately 0.5 mile north of the existing SR-58 alignment.

The decision to prepare an EIR was made due to analysis results indicating unavoidable significant environmental impacts. Impacts include:

- Community impacts

- Visual/Aesthetics
- Biological resources

The following measures would be incorporated to minimize impacts of the project:

- A Construction Management Plan and a Transportation Management Plan will be prepared for the project and include coordination efforts that would inform the community about project activities, maintain access to and from the project area during construction, and minimize construction-period traffic.
- Signage will be placed at both ends of the project encouraging motorists to visit the commercial services offered in Hinkley.
- All relocations will be conducted in accordance with the Uniform Relocation Act of 1970.
- Every effort will be made during final design to minimize impacts to agricultural businesses in an effort to allow them to continue operation with as little disruption as possible.
- All lighting used for the project will be directional, directed towards the highway facility and away from homes and habitat. Glare shields will be used.
- Bridge structures shall be pigmented an earth tone that is compatible with the native soil within the project limits.
- Proposed landscaping will use native plants. Trees and shrubs will be planted at appropriate locations to soften views of the proposed structures.
- A biological monitor will ensure that all construction activities will not harm the desert tortoise or the Mojave Ground Squirrel.
- All personnel involved in the construction project will receive desert tortoise and Mojave Ground Squirrel awareness/protection training.
- Permanent desert tortoise exclusion fencing will be placed along the length of the proposed project.
- Mitigation for loss of habitat will be compensated for at either a 3:1 or 5:1 ratio depending on location.

Attachment 3

FIGURE 1 Vicinity Map

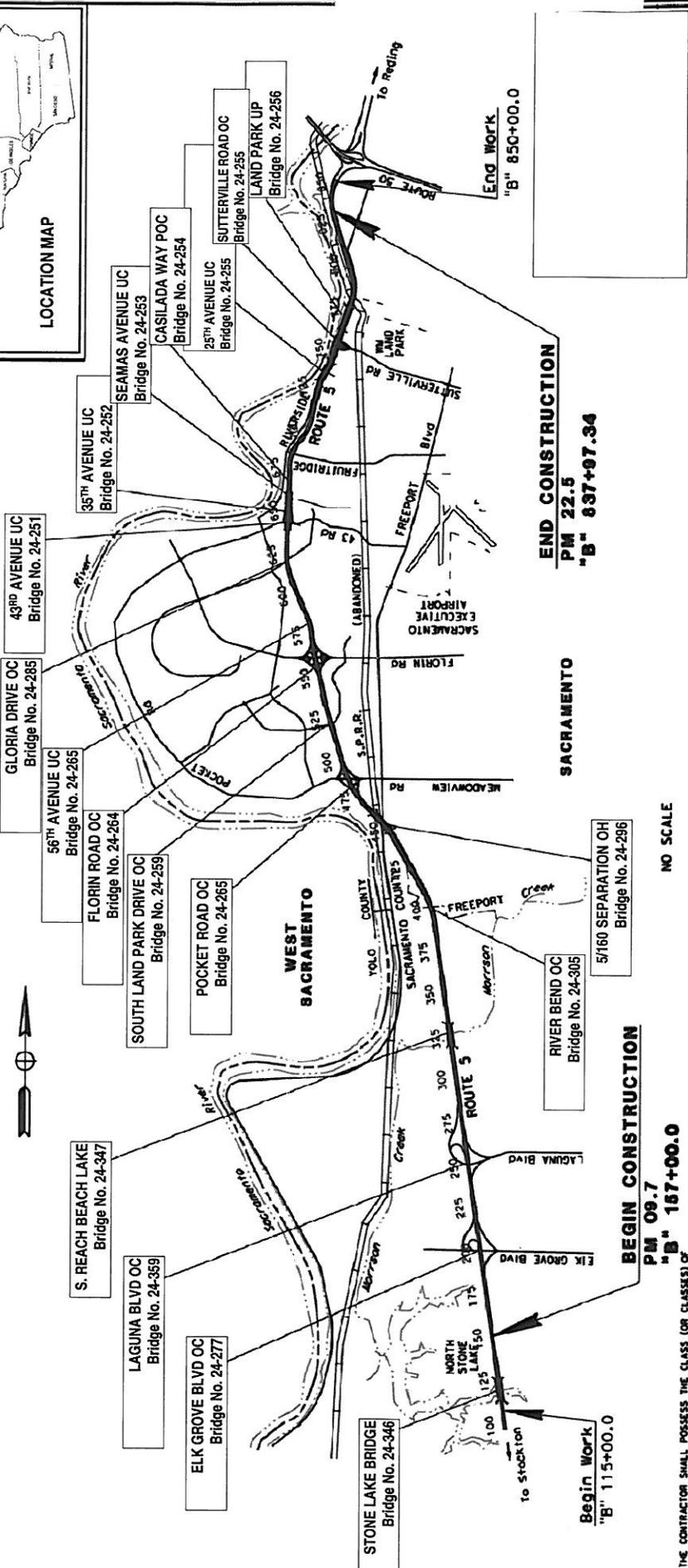
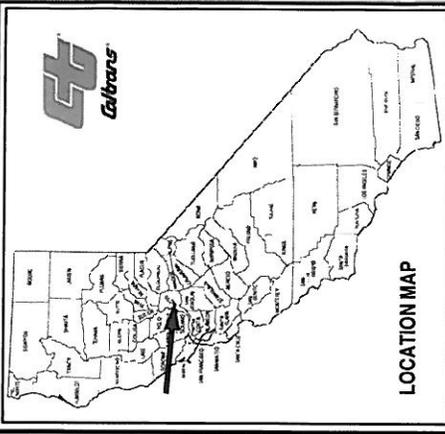
INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

I-5 Bus/Carpool Lane Project
PM 9.7 - 22.5
(EA 03-3C000)

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	PROJECT SHEET	SHEET NO.	TOTAL SHEETS
03	SOC	5	09.7/22.5		



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO CONTRACTORS."

CONTRACT NO. 03-3C0004

ATTACHMENT 2

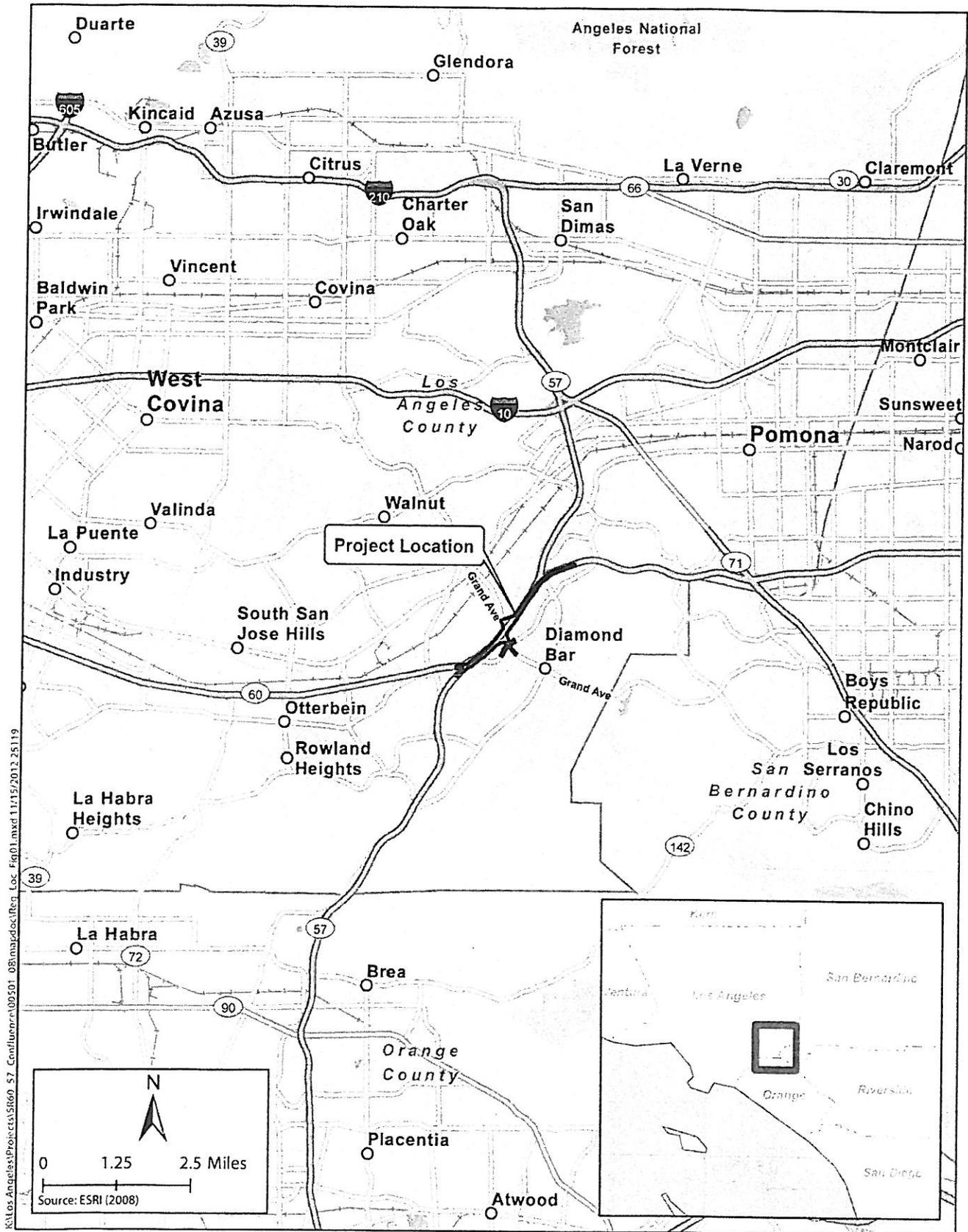


Figure S-1
Regional Vicinity Map
State Route 57/State Route 60 Confluence at Grand Avenue Project

Project Vicinity Map

