



Public Notice

US Army Corps
of Engineers

Sacramento District
1325 J Street
Sacramento, CA 95814-2922

Number: 199500363

Date: May 24, 2004

Comments Due: June 23, 2004

SUBJECT: The U.S. Army Corps of Engineers, Sacramento District, (Corps) is evaluating a permit application to construct the State Route 65 Lincoln Bypass project, which would result in impacts to approximately 27.53 acres of waters of the United States, including wetlands. This notice is to inform interested parties of the proposed activity and to solicit comments. This notice may also be viewed at the Corps web site at <http://www.spk.usace.army.mil/cespk-co/regulatory/PNs/index.html>.

AUTHORITY: This application is being evaluated under Section 10 of the Rivers and Harbors Act of 1899 for structures or work in or affecting navigable waters of the United States and/or Section 404 of the Clean Water Act for the discharge of dredged or fill material in waters of the United States.

APPLICANT: Jean L. Baker
Chief, Office of Environmental
Engineering/Technical Studies
Department of Transportation, District 3
P.O. Box 911
Marysville, California 95901
916-741-4498

LOCATION: The Route 65 Lincoln Bypass project is located on the east side of the Central Valley, about 25 miles north of Sacramento, in western Placer County. The project begins just north of the City of Roseville and extends north to the Bear River, which forms the Placer/Yuba County line. The Sacramento River is about 20 miles west (downstream) of the project study area; the Sierra foothills begin to rise just east of the project corridor.

PROJECT DESCRIPTION: The proposed modification of existing Route 65 entails construction of a four-lane freeway on a new alignment around (to the west of) the City of Lincoln with interchanges at Wise and Riosa Roads (see Figure 3 - Project Features). The new alignment (D13 North Modified) begins approximately 1.6 km (1.0 miles) south of the City of Lincoln. The alignment leaves existing Route 65 and crosses Industrial Avenue and the UPRR railroad tracks, proceeding in a northwesterly direction. The alignment intersects Moore Road and Nelson Lane before turning to the north, crossing Nicolaus Road, and passing to the west of the Lincoln Airport. From here, the alignment continues north approximately 5.64 km (3.5 miles) before turning northwest, crossing Dowd Road just north of its intersection with Dalby Road. The alignment continues northwest, crosses Riosa Road, and rejoins existing Route 65 approximately 0.16 km (0.1 miles) south of the Bear River. Ultimately, interchanges will be constructed at Industrial Avenue, Nelson Lane, Riosa Road, and Wise Road. The Nelson Lane interchange will serve Lincoln Airport; a portion of Nelson Lane will need to be reconstructed to handle the increased traffic. A park and ride lot will be located at the south end of the project near the intersection of Industrial Avenue. The total length of the alignment is approximately 20.6 km (12.8 miles).

A four-lane freeway with four interchanges has been proposed as the ultimate design. Alternatives for a four-lane/two-lane expressway have been developed to reduce initial cost and provide for staged construction of the freeway. The ultimate freeway will have a 24.2-m (78 ft) median and minimum right-of-way width of 90 m (300 ft). Funding availability will dictate the progress of future construction of the ultimate project. Initially, four lanes will be constructed from the southern terminus of the project near Industrial Avenue north to near Nelson Lane. North of Nelson Lane, only two lanes will be constructed initially; however, earthwork will be placed for the ultimate four-lane project. Construction

of the Industrial Avenue interchange will occur in the first stage of the project; at-grade intersections will be constructed initially at Nelson Lane, Wise Road, and Riosa Road.

The Lincoln Bypass project includes conservation easements as a part of the project. These conservation easements are to be valued at approximately \$3.9 Million and are included as avoidance of potential indirect and cumulative impacts from the project. Easement acquisition strategies will focus around the Coon Creek watershed and Wise Road intersection.

The roadway will be constructed on a raised prism to provide for all-weather passage; consequently, primary construction activities entail earthmoving and grading. Approximately 3.5 million cubic yards of fill material is required, most of which will be placed at the south end of the project. The applicant has indicated that sources of fill material are proposed to be the responsibility of the construction contractor, although, due to the cost of transporting material, sources will probably be in the local area.

Construction activity will include, but is not limited to, the following: clearing and grubbing, fill placement, fill compaction, excavation, and grading. Construction of the project is proposed to begin in 2007 and take up to four years to complete.

The project includes construction of fourteen bridges, nine of which span natural watercourses. These watercourses, from south to north, are: South Ingram Slough, North Ingram Slough, Auburn Ravine, Markham Ravine, Airport Creek, Coon Creek, South Yankee Slough, North Yankee Slough, and Big Yankee Slough. The bridges will be a cast-in-place ox girder design. The bridges will generally be the same width as the roadway, plus additional width for barriers. The length of the bridges will vary from 100 feet to 400 feet. The clearance above the water will vary from approximately 0.7 m (2 ft) to 6.8 m (20 ft) above the 100-year flood elevation. Bridges may be designed with several spans dependent on the length of the bridge.

At some crossings, piers/bents will be placed in the waterways to support the bridges. The bents will be cast-in-place concrete. Piles will either be driven or installed in predrilled holes. The construction contractor may choose to install temporary culverts covered with suitable rock fill in the channel to convey and maintain existing flows and provide a temporary crossing during bridge construction. Temporary crossings will be constructed by temporarily diverting stream flow using concrete berms, sand bags, rubber bladders, or similar methods, and placing clean gravel no larger than 8 cm (3") within the streambed to create a roadbed of sufficient width to convey construction equipment across the stream. Culverts of sufficient number and size will be installed within the gravel fill such that there is no significant change in stream flow velocity upstream or downstream of the crossing. At the completion of construction, the culverts will be removed and the gravel fill will either be removed or spread along the streambed to a depth not greater than 15 cm (6"). If the construction spans more than one season, the contractor may wish to leave the culverts in place during the winter and remove them at the completion of construction.

ADDITIONAL INFORMATION:

Environmental Setting. Land uses in and around the City of Lincoln include agriculture, residential, industrial, commercial, resource protection, greenbelt, open space, and recreation. Industrial uses in northern Lincoln include the 200-acre Gladding-McBean clay manufacturing plant and the 200-acre Sierra Pacific Industries wood processing plant. Land uses in the vicinity of Lincoln Airport include light industry and agriculture. Commercial uses (retail, professional offices, service outlets, etc.) operate in the City's downtown core area. Immediately west of Route 65, the UPRR railroad line extends generally north to south.

Residential land uses occur both within the City's core and to the west, north, and south of Nicolaus Road. The most dominant land use in the vicinity and study area is large agricultural holdings west of Route 65. The Placer County General Plan has designated the majority of the area to the west and north of the City of Lincoln surrounding the proposed project as Agriculture, 20 or 80-acre lot minimums.

The project area is encompassed within two jurisdictions: the City of Lincoln and unincorporated Placer County. As such, the proposed project is subject to the land use designations in the Lincoln General Plan and Placer County General Plan, respectively.

Alternatives.

The overall project purpose of the Route 65 Lincoln Bypass has been defined as follows:

To relieve congestion and improve safety on existing Route 65 in the vicinity of the City of Lincoln and provide for a regional traffic solution to accommodate projected traffic volumes for the year 2025.

This project purpose and has been approved by the appropriate Federal agencies under the NEPA/404 Integration process.

A number of project alternatives were considered by Caltrans, the Placer County Transportation Planning Agency (PCTPA), and the various other local, State, and federal participating agencies. Alternatives that were considered, included nonhighway alternatives, improvements to the existing alignment (through the City of Lincoln) and highway bypass alternatives. After preliminary evaluation, some alternatives were not considered feasible, while other alternatives were identified to be carried forward for additional analysis. A detailed discussion of the complete alternatives analysis is available in *Revised Alternatives Analysis, State Route 65 Lincoln Bypass*, dated September 24, 2002.

Mitigation. The Corps requires that applicants consider and use all reasonable and practical measures to avoid and minimize impacts to aquatic resources. If the applicant is unable to avoid or minimize all impacts, the Corps may require compensatory mitigation. The applicant has proposed to construct wetlands at the Aiken Ranch property, along Auburn Ravine, in Placer County, utilize available credits from the Beach Lakes Mitigation Bank, and acquire conservation easements to preserve portions of the Coon Creek riparian corridor.

OTHER GOVERNMENTAL AUTHORIZATIONS: Water quality certification or a waiver, as required under Section 401 of the Clean Water Act from the California Regional Water Quality Control Board is required for this project. The applicant has not applied for certification.

HISTORIC PROPERTIES: A total of 23 cultural resources have been located within the study area. Fifteen archeological resources and 8 pre-1946 architectural resources were evaluated. As a result of the evaluation, three archeological sites were recorded: CA-PLA-715, CA-PLA-716, and CA-PLA-717H. Two of these sites were determined potentially eligible for the National Register of Historic Places (NRHP).

The State Historic Preservation Officer (SHPO) has concurred with the determination of eligibility and other findings described above.

ENDANGERED SPECIES: The proposed activity may affect federally-listed endangered or threatened species or their critical habitat. The Federal Highway Administration will initiate consultation with the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service, pursuant to Section 7 of the Endangered Species Act, as appropriate.

ESSENTIAL FISH HABITAT: The proposed project may adversely affect Essential Fish Habitat. The Federal Highway Administration will initiate consultation with the National Marine Fisheries Service, pursuant to Magnuson-Stevens Fishery Conservation and Management Act, as appropriate.

The above determinations are based on information provided by the applicant and our preliminary review.

EVALUATION FACTORS: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the described activity, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the described activity will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people. The activity's impact on the

public interest will include application of the 404(b)(1) guidelines promulgated by the Administrator, Environmental Protection Agency (40 CFR Part 230), or of their criteria.

The Corps is soliciting comments from the public, Federal, State, and local agencies and officials, Indian tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

SUBMITTING COMMENTS: Written comments, referencing Public Notice 199500363, must be submitted to the office listed below on or before June 23, 2004:

Tom Cavanaugh, Project Manager
US Army Corps of Engineers, Sacramento District
Sacramento Valley Office
1325 J Street, Room 1480
Sacramento, California 95814-2922
Email: Thomas.J.Cavanaugh@usace.army.mil

The Corps is particularly interested in receiving comments related to the proposal's probable impacts on the affected aquatic environment and the secondary and cumulative effects. Anyone may request, in writing, that a public hearing be held to consider this application. Requests shall specifically state, with particularity, the reason(s) for holding a public hearing. If the Corps determines that the information received in response to this notice is inadequate for thorough evaluation, a public hearing may be warranted. If a public hearing is warranted, interested parties will be notified of the time, date, and location. Please note that all comment letters received are subject to release to the public through the Freedom of Information Act. If you have questions or need additional information please contact the applicant or the Corps' project manager Tom Cavanaugh, 916-557-5261, Thomas.J.Cavanaugh@usace.army.mil.

In addition, you may find useful information on the Caltrans' project website:

<http://www.dot.ca.gov/dist3/projects/lincoln/index.htm>

Attachments: 29 drawings