

State Route 57 Northbound Improvement Project

Orange County, California
District 12 – ORA-57 (PM 11.5 – 12.5)
1213000099/EA 0M9700

Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact



**Prepared by the
State of California, Department of Transportation**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.



March 2019

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General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study with Mitigated Negative Declaration/Environmental Assessment for the proposed project located in Orange County, California. The Department is the lead agency under the National Environmental Policy Act (NEPA). The Department is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the Project is being proposed, what alternatives have been considered for the Project, how the existing environment could be affected by the Project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

The Initial Study/Draft Environmental Assessment was circulated to the public for 30 days from October 11, 2018 to November 9, 2018. Comments received in conjunction with the circulation of the Draft Document are included in Chapter 4. Throughout this document, a vertical line in the margin indicates a change was made since circulation of the Draft Document. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies are available for review at the Caltrans District 12 Office at 1750 East 4th Street, Suite 100, Santa Ana, CA 92705, on weekdays from 8:00 am to 5:00 pm. This document may also be downloaded from the following website:

<http://www.dot.ca.gov/d12/DEA/57/0M970>

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette or on computer disk. To obtain a copy in one of these alternate formats, please contact Van Nguyen at District 12's Public Information Office by phone at (657) 328-6363 or by e-mail at Van.Nguyen@dot.ca.gov, or use California Relay Service, 1 (800) 735-2929 (TTY), 1 (800) 735-2922 (voice). California Relay Service, at 1(909) 383-6300 (TTY).

SCH# 2018101029
12 –ORA-57- PM 11.5 – 12.5
EFIS 1213000099
EA 0M9700


Improving the northbound State Route (SR) 57 from Orangewood Avenue (PM 11.5) to Katella Avenue (PM 12.5). Improvements include upgrading non-standard median and sight distances, and reconfiguration of the existing on- and off-ramps.

**Initial Study with Mitigated Negative Declaration/Environmental Assessment
with Finding of No Significant Impact**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C), 49 USC 303, and/or 23 USC 138

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies:
California Transportation Commission
Orange County Transportation Authority



Chris Flynn
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California Department of Transportation
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March 29, 2019

Date

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

State Route 57 Northbound Improvement Project

The California Department of Transportation (Caltrans) has determined that Alternative 2 (Preferred Alternative) will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA) and the associated Technical Studies and Design documents, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA (and other documents as appropriate).

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

March 29, 2019

Date



Chris Flynn
Deputy District Director
District 12 Division of Environmental Analysis

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans and/or the Department) proposes to widen the northbound side of the State Route (SR) 57 freeway from 0.3 mile south of the Orangewood Avenue undercrossing (post mile [PM] 11.5) north to the Katella Avenue undercrossing (PM 12.5), a distance of about one mile. The SR 57 Northbound Improvement Project (Project) includes the proposed construction of a 550-foot section of the fifth general purpose (GP) lane in the northbound direction of SR 57 through the Katella Avenue interchange, upgrades to the non-standard median and sight distances, and reconfiguration of the existing on- and off-ramps to improve operation between the Orangewood Avenue interchange and the Katella Avenue interchange.

Determination

The Department has prepared an Initial Study for this Project, and following public review, has determined 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:

- Agriculture and Forest Resources, Land Use and Planning, Mineral Resources, Population and Housing, and Tribal Cultural Resources.

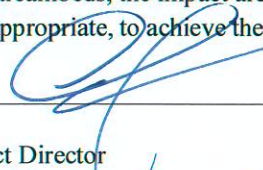
In addition, the proposed Project would have less than significant effects on:

- Recreation, Utilities and Service Systems, Aesthetics, Air Quality, Cultural Resources, Hydrology and Water Quality, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation and Traffic, and Public Services.

With the following mitigation measures incorporated, the proposed Project would have less than significant effects on:

- Biological Resources:

WET-1: Unavoidable permanent losses of streambeds and jurisdictional waters (less than 0.1 acre), will be compensated at the pre-approved mitigation sites identified in Table E-1 of Appendix E of the OCTA M2 NCCP/HCP. Additionally, for temporary disturbances to streambeds, the impact areas will be restored to their pre-project conditions, when appropriate, to achieve the no-net-loss standards.


Chris Flynn
Deputy District Director
District 12 Division of Environmental Analysis
California Department of Transportation

March 29, 2019
Date

Summary

In this section, a summary of the temporary and permanent impacts of the three Build Alternatives are compared to each other as well as to the No-Build Alternative. Additional avoidance, minimization, and mitigation measures are also summarized in the table.

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| TOPIC | Alternative 1 No Build | Build Alternatives | | |
|---------------------------------|------------------------|---|---|--|
| | | Alternative 2 (Preferred Alternative)- Modified Orangewood Avenue On-Ramp, Widened Katella Avenue Off-Ramp | Alternative 2A- Eliminated Orangewood Avenue On-Ramp, New Katella Avenue Off-Ramp | Alternative 2B - Eliminated Orangewood Avenue On-Ramp, Widened Katella Avenue Off-Ramp |
| Land Use | None | <u>Permanent</u> None <u>Temporary</u> TCEs estimated at 1,803 sq. ft. from city of Anaheim and 78,000 sq. ft. from OCFCD | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |
| Parks and Recreation | None | <u>Permanent</u> None <u>Temporary</u> Temporary trail/bike path delays/detour for SART segment. Project TMP required. | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |
| Growth | None | <u>Permanent:</u> None | <u>Permanent:</u> None | <u>Permanent:</u> None |
| Community Impacts | None | <u>Permanent</u> Where required, existing curb ramps, sidewalks, curbs and gutters will be reconstructed to meet Caltrans and ADA's current standards <u>Temporary</u> Regular construction noise associated with the operation of equipment and machinery, and dust from construction activities within project area Protect/preserve existing vegetation within State ROW when feasible | <u>Permanent</u> Same as Alternative 2 <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> Same as Alternative 2 <u>Temporary</u> Same as Alternative 2 |

| TOPIC | Alternative 1 No Build | Build Alternatives | | |
|-------------------------------------|--|--|---|--|
| | | Alternative 2 (Preferred Alternative)- Modified Orangewood Avenue On-Ramp, Widened Katella Avenue Off-Ramp | Alternative 2A- Eliminated Orangewood Avenue On-Ramp, New Katella Avenue Off-Ramp | Alternative 2B - Eliminated Orangewood Avenue On-Ramp, Widened Katella Avenue Off-Ramp |
| Utilities/ Emergency Services | None | <u>Permanent</u> None <u>Temporary</u> Partial closure of the freeway as well as partial and full ramp closures. Detour routes would be provided to direct traffic to adjacent ramps per the project TMP. | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |
| Traffic and Transportation | <u>Permanent</u> HOV Lane – Opening (2025) and Design (2045) Years: All HOV lane segments are anticipated to operate below capacity. Basic Freeway Segment – Opening Year (2025): one segment operates at LOS E in the AM only; Design Year (2045); three segments in the AM operate at LOS E or F and one in the PM operates at LOS E. Freeway Weave Segment – Opening Year (2025): Orangewood Avenue Direct On-Ramp to Katella Avenue Off-Ramp: AM: E; Design Year (2045): Orangewood Avenue Direct On-Ramp to Katella Avenue Off-Ramp: AM: F and PM: E. Intersection LOS – Opening (2025) and Design (2045) | <u>Permanent</u> HOV Lane – Same as No Build Basic Freeway Segments – Design Year (2045): North of Katella Avenue Direct On-Ramp: AM: E Freeway Weave Segment – None Intersection LOS – Same as No Build <u>Temporary</u> Full facility closures, lane modifications, mainline lane closures, ramp closures/relocation, and other closures | <u>Permanent</u> HOV Lane – Same as No Build Basic Freeway Segment – Same as Alternative 2 Freeway Weave Segment – Design Year (2045): The study freeway weave segment is anticipated to operate at an unsatisfactory level of service: Orangewood Avenue to Katella Off-Ramp: AM: E Intersection LOS – Same as No Build <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> HOV Lane – Same as No Build Basic Freeway Segment – Same as Alternative 2 Freeway Weave Segment – Same as Alternative 2A Intersection LOS – Same as No Build <u>Temporary</u> Same as Alternative 2 |

| TOPIC | Alternative 1 No Build | Build Alternatives | | |
|--------------------------------------|--|--|--|--|
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| | Years: All study intersections operate at LOS D or better except North Eckhoff Street / Chapman Avenue: AM: F, PM: F | | | |
| Visual/ Aesthetics | None | <u>Permanent</u> None <u>Temporary</u> DSA: 9.4 acres Vegetation removal during clearing and grubbing activities <u>Measures</u> Measure AV-1 requires replacement in kind of disturbed landscaping Measure AV-2 requires development of an Aesthetics/ Landscape Master Plan in coordination with Caltrans Landscape Architecture Unit | <u>Permanent</u> None <u>Temporary</u> DSA: 9.6 acres Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> DSA: 8.7 acres Same as Alternative 2 |
| Cultural | None | <u>Permanent</u> While not anticipated, Caltrans standard specifications for unanticipated cultural resource discoveries apply. <u>Temporary</u> None | <u>Permanent</u> While not anticipated, Caltrans standard specifications for unanticipated cultural resource discoveries apply. <u>Temporary</u> None | <u>Permanent</u> While not anticipated, Caltrans standard specifications for unanticipated cultural resource discoveries apply. <u>Temporary</u> None |
| Hydrologic and Floodplain | | <u>Permanent</u> None <u>Temporary</u> | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |

| TOPIC | Alternative 1 No Build | Build Alternatives | | |
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| | | Clear water diversion and dewatering may be necessary during construction. | | |
| Water Quality and Storm Water Runoff | None | <u>Permanent</u> The additional impervious area created by the Project may result in impacts to the existing hydrograph, including increases in low flow and peak flow, velocity, and volume to the Santa Ana River Reach 2. <u>Temporary</u> Construction related impacts could result in increased erosion and polluted storm water runoff. | <u>Permanent</u> Same as Alternative 2 <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> Same as Alternative 2 <u>Temporary</u> Same as Alternative 2 |
| Geology/Soil/ Seismicity/ Topography | None | <u>Permanent</u> None <u>Temporary</u> Construction activities such as grading and trenching could increase potential for erosion <u>Measure</u> GEO-1: Seismic Induced Liquefaction | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |
| Paleontology | None | <u>Permanent</u> If there is an unanticipated discovery, Caltrans standard specifications will be followed. <u>Temporary</u> None | <u>Permanent</u> Same as Alternative 2 <u>Temporary</u> None | <u>Permanent</u> Same as Alternative 2 <u>Temporary</u> None |

| TOPIC | Alternative 1 No Build | Build Alternatives | | |
|--|------------------------|--|---|--|
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| Hazardous Waste and Materials | None | <u>Permanent</u> None <u>Temporary</u> Contaminants may be encountered during construction and operations. Below are measures to be taken during the construction phase. <u>Measures</u> HAZ-1: Thermoplastic Pavement Marking HAZ-2: Aerially Deposited Lead HAZ-3: Polychlorinated Biphenyls HAZ-4: Groundwater Dewatering | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |
| Air Quality | None | <u>Permanent</u> None <u>Temporary</u> Degradation of air quality may occur due to airborne dust generated by construction activity | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary- Construction Impacts</u> Same as Alternative 2 |
| Noise | None | <u>Permanent</u> None <u>Temporary</u> Typical construction noise associated with equipment operation <u>Measures</u> Compliance with Caltrans Standard Specifications | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |

| TOPIC | Alternative 1 No Build | Build Alternatives | | |
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| Natural Communities | None | <u>Permanent</u> None <u>Temporary</u> Suitable nesting, roosting and foraging habitats may temporarily be impacted due to construction operation and activities. | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |
| Wetlands and Other Waters | None | <u>Permanent</u> None <u>Temporary</u> Excavation and grading from required widening of piers within the Santa Ana Riverbed will have temporary impacts to the riverbed. <u>Measures</u> BIO-1: Delineation of Environmentally Sensitive Areas. BIO-2: Restoration of Temporary Impacts BIO-3: Trash control BIO-4: Onsite Training BIO-5: Biological Monitoring BIO-6: Jurisdictional Aquatic Resources and Species Policy BIO-7: Dewatering/Water Diversion BIO-8: Use of Best Management Practices During Construction BIO-9: Best Management Practices Incorporated into Project Design | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |

| TOPIC | Alternative 1 No Build | Build Alternatives | | |
|---------------|------------------------|--|---|--|
| | | Alternative 2 (Preferred Alternative)- Modified Orangewood Avenue On-Ramp, Widened Katella Avenue Off-Ramp | Alternative 2A- Eliminated Orangewood Avenue On-Ramp, New Katella Avenue Off-Ramp | Alternative 2B - Eliminated Orangewood Avenue On-Ramp, Widened Katella Avenue Off-Ramp |
| | | WET-1: Compensatory Mitigation | | |
| Plant Species | None | <u>Permanent</u> None <u>Temporary</u> Landscape that will be impacted during construction will be replaced in kind according the Landscape Master Plan for this Project. | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 | <u>Permanent</u> None <u>Temporary</u> Same as Alternative 2 |

NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, Caltrans entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with the Federal Highway Administration (FHWA). The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of five years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary’s responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

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