

Notice of Exemption

Appendix E

To: Office of Planning and Research
 P.O. Box 3044, Room 113
 Sacramento, CA 95812-3044

County Clerk
 County of: Placer
 3715 Atherton Road
 Rocklin, CA 95765

From: (Public Agency): City of Lincoln
600 6th Street
Lincoln, CA 95648
 (Address)

Project Title: Moore Road Class I Trail Project (CIP 613)

Project Applicant: City of Lincoln

Project Location - Specific:

Moore Road at State Route 65 in the City of Lincoln

Project Location - City: Lincoln Project Location - County: Placer

Description of Nature, Purpose and Beneficiaries of Project:

This project would construct a Class 1 trail under a State Route 65 bridge adjacent to Auburn Ravine. When the State Route 65 bypass was constructed, Moore Road was bisected, creating dead ends on either side of the bypass. The project would re-establish the connection of Moore Road for cyclists and pedestrians.

Name of Public Agency Approving Project: City of Lincoln

Name of Person or Agency Carrying Out Project: City of Lincoln

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: Public Resources Code Section 21080.25 (b)(1)

Reasons why project is exempt:

The proposed project would install a Class I Bike Trail to reconnect Moore Road east of Highway 65 and west of Highway 65. The proposed project would improve bike trail access and connect the communities separated by Highway 65 without having to use major arterial roads. The installation of the proposed bike facilities would occur within the public right-of-way and would be consistent with this statutory exemption.

Lead Agency
 Contact Person: Roland Neufeld, P.E. Area Code/Telephone/Extension: (916) 434-2481

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 5/9/2024 Title: Senior Engineer/Project Manager

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
 Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

POSTED JUN 04 2024
Through AUG 06 2024
RYAN RONCO, COUNTY CLERK
 By [Signature]
Deputy Clerk

#24-090

Attachment A – CEQA Exemption Information Form

Moore Road Class I Trail Project (CIP 613) County of Placer

Project Location

The Moore Road Class I Trail Project (proposed project) is located in the City of Lincoln in Placer County, California within the *Lincoln* U.S. Geological Survey (USGS) 7.5-minute quadrangle map within Sections 20 and 21 of Township 12 North, Range 6 East. The proposed project is located approximately 120 feet south of the Auburn Ravine on Moore Road exactly where it is divided by Highway 65. See *Figure 1: Regional Map*.

The project site consists of what is currently the underpass of Highway 65 and portions of Moore Road west of Highway 65 and east of Highway 65. The project site is surrounded by village, low density residential, agriculture, and parks and recreation general plan land uses.

Project Site Access

Primary access to the project site is via Moore Road.

Land Uses

The proposed project area is within the public right-of-way. According to the City of Lincoln General Plan Land Use and Circulation Diagram, the project site is surrounded by village, low density residential, agriculture, and parks and recreation general plan land uses. The proposed project would occur within disturbed areas within the existing public right-of-way. No improvements would occur within previously undisturbed areas or sites with native vegetation, such as habitat along the Auburn Ravine.

Project Description

Proposed New and Upgraded Facilities

The proposed project would install a Class I bike trail on Moore Road underneath Highway 65. The proposed project would reconnect the existing Moore Road alignment that was severed because of the Highway 65 Bypass Project for use by pedestrians and cyclists. The proposed project would construct pavement and associated drainage facilities below the Highway 65 structures to accommodate the proposed Class I path. See *Figure 2: Concept Exhibit*.

The City of Lincoln has adopted a Bicycle Transportation Plan which serves as a guiding document for enhancing the City's bicycling and pedestrian facilities. The proposed nonmotorized, mixed-use path is part of the identified missing link in the network that would connect the east and west sides of Highway 65 that were separated with the construction of the Highway 65 Bypass.

Design

The proposed Class I bike path would adhere to the Caltrans design guidelines. The proposed project would have a paved width of 14 feet total.

The proposed project would install a 4-inch painted yellow stripe, bollards per City of Lincoln Public Facilities Improvement Standards Section 3, and a 4-foot painted yellow diamond per City of Lincoln Standard Drawing LSC-22. See **Figure 2**.

Site Grading

Grading would be required for installation of the Class I bike trail and the drainage facilities. To obtain the required vertical clearances to the existing structures and the proposed pavement section, the path will require a maximum of 2 to 3 feet of excavation of existing soil.

Drainage and Utilities

The proposed project would install two (2) 24-inch reinforced concrete pipe (RCP) culverts with steel flared end sections per Caltrans Standard Plans D79A and D94A, respectively. The culverts will provide connectivity of the existing rock lined overflow channels the path traverses. Small rock lined ditches will be installed along the path to convey surface runoff to the rock lined channels.

There are no proposed utilities with the project. Existing utility facilities within the project limits are not intended to be impacted with the proposed improvements.

Construction

The proposed project would implement the following construction measures:

- Any existing structure, improvement, or appurtenance to remain that is damaged during demolition or construction shall be immediately repaired or replaced by the contractor at the contractor's expense.
- Contractor shall verify and locate all existing underground utilities before construction and protect in place unless otherwise noted on the plans.
- All underground facilities shall be installed prior to the construction of surface improvements.

Construction is anticipated to begin in Spring 2025 and be complete in Summer 2025.

Storm Water Management

The proposed project would implement the following temporary water pollution control measures:

- Temporary fiber roll shall be installed per Caltrans Standard Plan H51 (Type 1)
- Temporary silt fence shall be installed per Caltrans Standard Plan T51.
- Temporary erosion control devices shall not contain plastic netting, including photo- or bio-degradable plastic netting, and shall be free from non-native plant materials.
- Hydroseed shall consist of local, native seed of known genetic origin whose original stock seed was collected from the Great Central Valley. Seeded areas shall be covered with broadcast straw and/or seeded erosion control blankets.

See **Figure 3: Temporary Water Pollution Control Plan 1** and **Figure 4: Temporary Water Pollution Control Plan 2**.

Project Objectives and Benefits

The proposed project would provide access for the communities east and west of Highway 65 along Moore Road. The proposed project would provide opportunity to connect to future development west of the City of Lincoln. The proposed project is listed in the 2018 City of Lincoln Bicycle Transportation Plan Update and would be consistent with this plan. Furthermore, the proposed project would reduce traffic stress for bicyclists. This proposed connection would enhance mobility and safety and increase multi-modal connectivity. The trail would also provide more recreational space that would provide public health benefits to the City. Overall, the proposed project would encourage active transportation.

Reasons Why Project is Exempt

The proposed project is statutorily exempt for potential application for pedestrian and bicycle facilities from the provisions of CEQA pursuant to State Public Resources Code Section 21080.25 (b)(1).

Public Resources Code Section 21080.25 (b)(1) qualifies a statutory exemption as it pertains to the proposed project, which consists of a Class I Trail. In regard to the proposed project, subsection 1) would be directly applicable as it states as follows:

- 1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.

Furthermore, Public Resources Code Section 21080.25 (a)(2) defines "Bicycle Facilities" as the follows:

- 2) "Bicycle facilities" includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.

The proposed project would install a Class I Bike Trail to reconnect Moore Road east of Highway 65 and west of Highway 65. The proposed project would improve bike trail access and connect the communities separated by Highway 65 without having to use major arterial roads. Furthermore, the proposed project would adhere to Caltrans, County, and City regulations and guidelines. The installation of the proposed bike facilities would occur within the public right-of-way and would be consistent with this statutory exemption.

Exceptions to Exemptions

The proposed project, with the approval of a statutory exemption, is not subject to any exceptions per CEQA Statute Section 15061(b)(1) and Section 21080.25 (b)(1).

Conclusion

The proposed project is consistent with State CEQA Exemptions Division Application to Discretionary Projects, Nonapplication, Negative Declarations, Environmental Impact Report Preparation in accordance with Public Resources Code Section 21080.25 (b)(1). There are no CEQA exceptions to Statutory Exemptions.

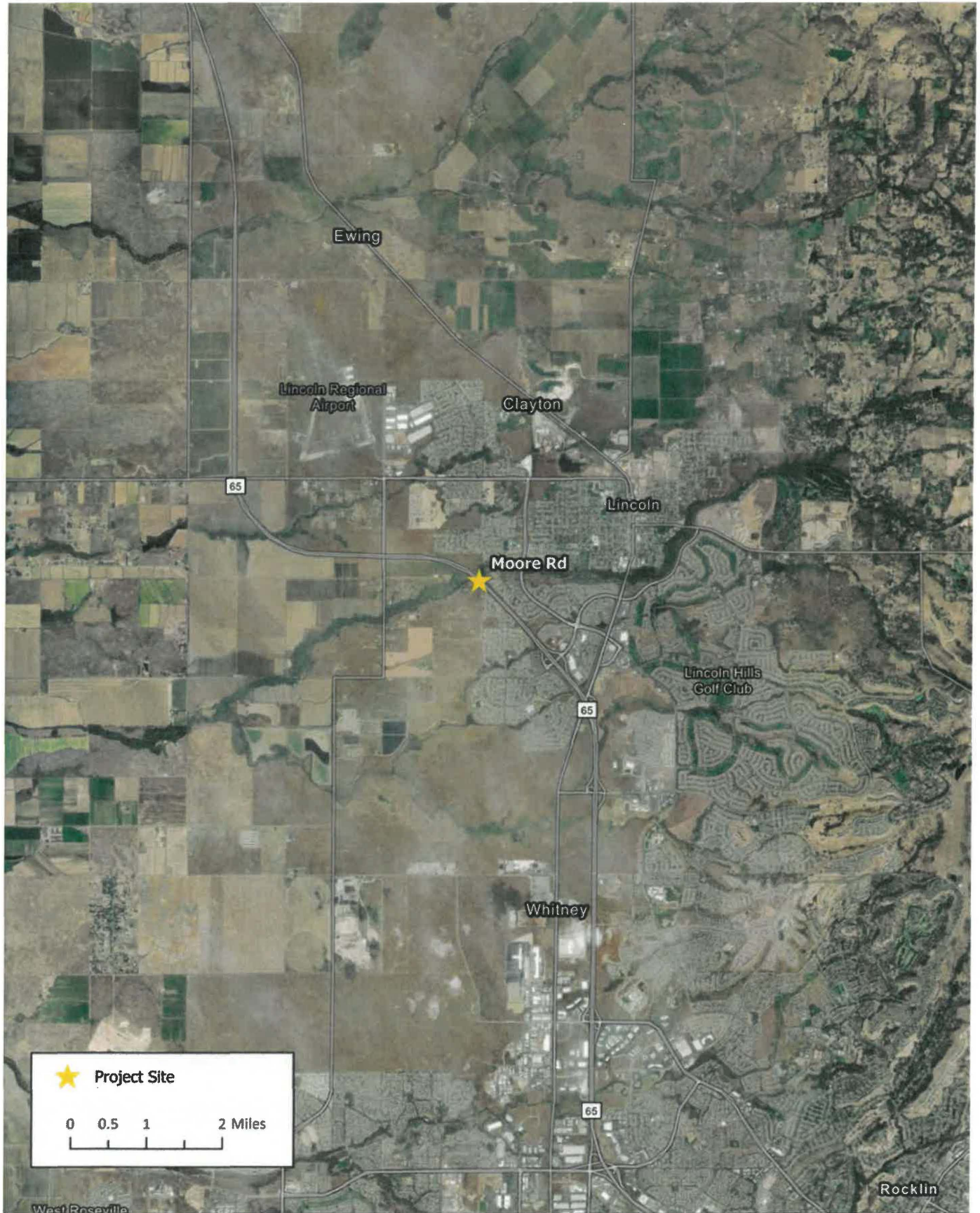


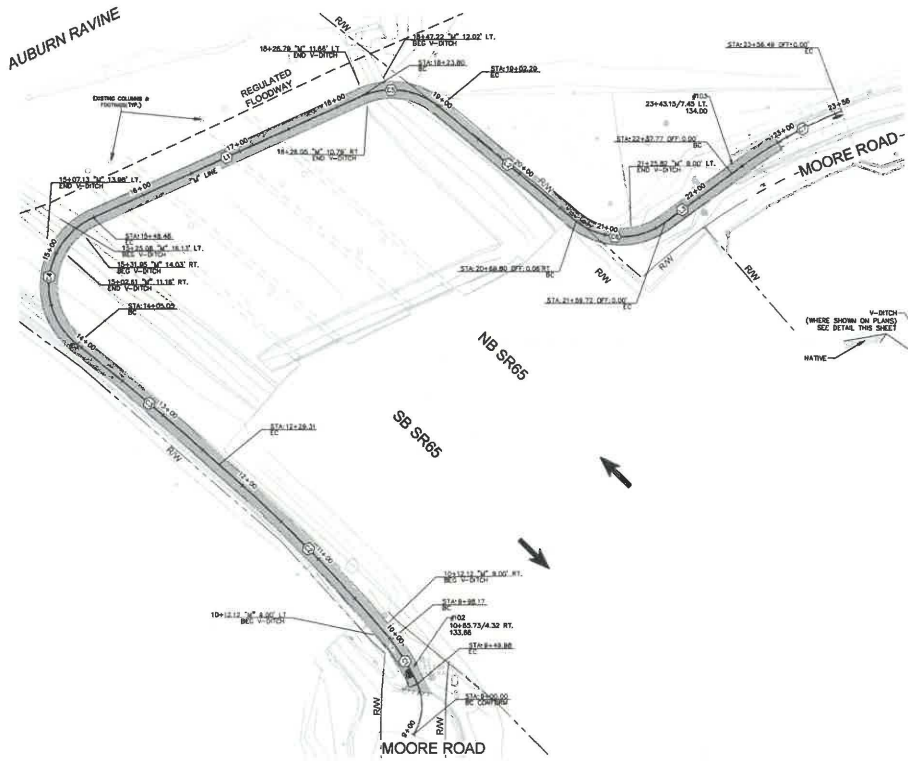
Figure 1: Regional Map

Moore Road Class I Trail Improvement Project
 Statutory Exemption



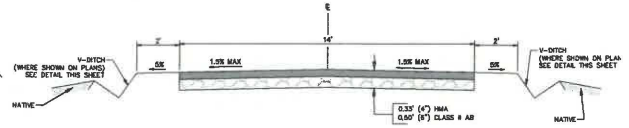
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ENCROACHMENT PERMIT No. 0323-780			
DIST	COUNTY	ROUTE	POST MILES
03	FLA	65	14.47 TO 14.54

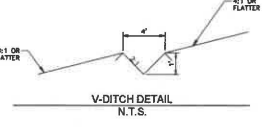


DATUM NOTE

HORIZONTAL DATUM: NAD 83 CALIFORNIA ZONE 2 1991.35 EPOCH DATE
 BASED ON OBSERVATIONS TO CITY OF LINCOLN GPS NETWORK CONTROL POINT BM A
 850 AS SHOWN ON 'CITY OF LINCOLN GPS CONTROL NETWORK' BOOK 23 OF SURVEYS,
 PAGE 100 FLORIDA COUNTY OFFICIAL RECORDS
 VERTICAL DATUM: NAVD 83 CITY OF LINCOLN GPS NETWORK
 BASED ON OBSERVATIONS TO CITY OF LINCOLN GPS NETWORK CONTROL POINT BM A
 850 BEING A BRASS DISC STAMPED "A 8603 1048" SET IN CONCRETE 30 FEET E
 EAST OF 98 TRACKS 31.5 FEET WEST OF INDUSTRIAL AVENUE 0.1 MILES WEST OF
 HIGHWAY 65 (PD J50897)
 EL=1302.21 FT
 ▲ MONUMENT TO BE PRESERVED



TYPICAL SECTION
N.T.S.



CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	221.87	48.17	N09°02'27"W	48.06'	123°23'	54.16'
C2	1388.18'	231.13'	S44°23'21"W	230.87'	92°25'	115.83'
C3	2845.21'	175.74'	S49°28'21"W	175.71'	3°48'24"	87.90'
C4	75.07'	143.42'	S88°46'08"E	143.82'	117°23'18"	115.10'
C5	75.07'	78.40'	S82°51'02"E	74.44'	64°14'45"	43.80'
C6	75.07'	88.88'	S89°30'52"E	81.88'	73°27'53"	52.42'
C7	415.18'	118.72'	S60°11'52"E	118.26'	18°22'58"	68.77'

LINE TABLE		
LINE	LENGTH	BEARING
L1	278.34'	S40°27'46.08"E
L2	187.28'	S20°12'28.01"E
L3	78.05'	S43°37'32.88"E

CONTROL POINTS				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
▲	133.66	2085456.282	6754843.277	MGD NAIL

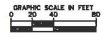
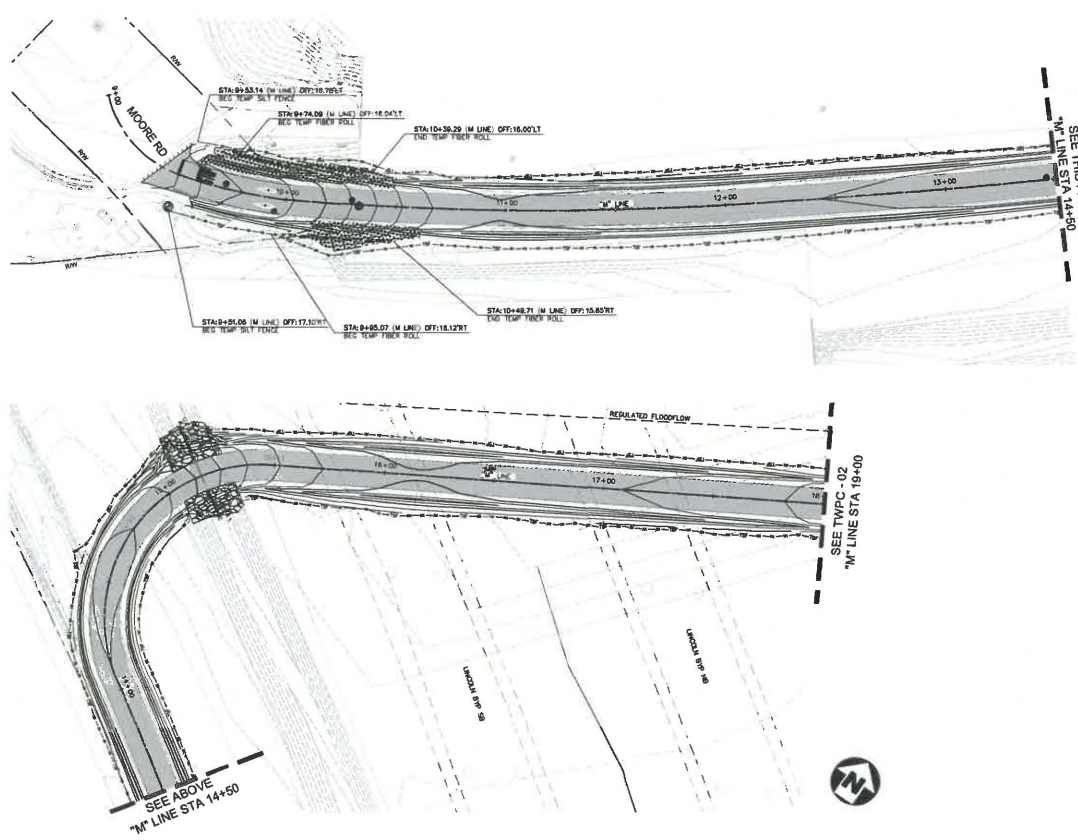


Figure 2: Concept Exhibit
 Moore Road Class I Trail Improvement Project
 Statutory Exemption



ENHANCEMENT PERMIT No. 0323-19D	
DISTRICT COUNTY ROUTE	POST MILES
03 PLA 65	14.47 TO 14.54

LEGEND:

- HYDROSEED (LOCAL, NATIVE SEED MIX)
- Temp FIBER ROLL
- Temp SILT FENCE

GENERAL NOTES:

1. FOR COMPLETE RIGHT OF WAY DATA, SEE THE SURVEY RECORDS ON FILE IN THE SURVEY DEPARTMENT AT THE DISTRICT OFFICE.
2. TEMPORARY FIBER ROLL SHALL BE INSTALLED PER CALTRANS STD PLAN H51 (TYPE 1).
3. TEMPORARY SILT FENCE SHALL BE INSTALLED PER CALTRANS STD PLAN 701.
4. TEMPORARY EROSION CONTROL DEVICES SHALL NOT CONTAIN PLASTIC NETTING, INCLUDING PHOTO-OR BIO-DEGRADABLE PLASTIC NETTING, AND SHALL BE FREE FROM NON-NATIVE PLANT MATERIALS.
5. HYDROSEED SHALL CONSIST OF LOCAL, NATIVE SEEDS OF KNOWN GENETIC ORIGIN WHOSE ORIGINAL STOCK SEED WAS COLLECTED FROM THE GREAT CENTRAL VALLEY. SEEDING AREAS SHALL BE COVERED WITH BROADCAST STRAW AND/OR SEEDED EROSION CONTROL BLANKETS.



Figure 3: Temporary Water Pollution Control Plan 1
 Moore Road Class I Trail Improvement Project
 Statutory Exemption

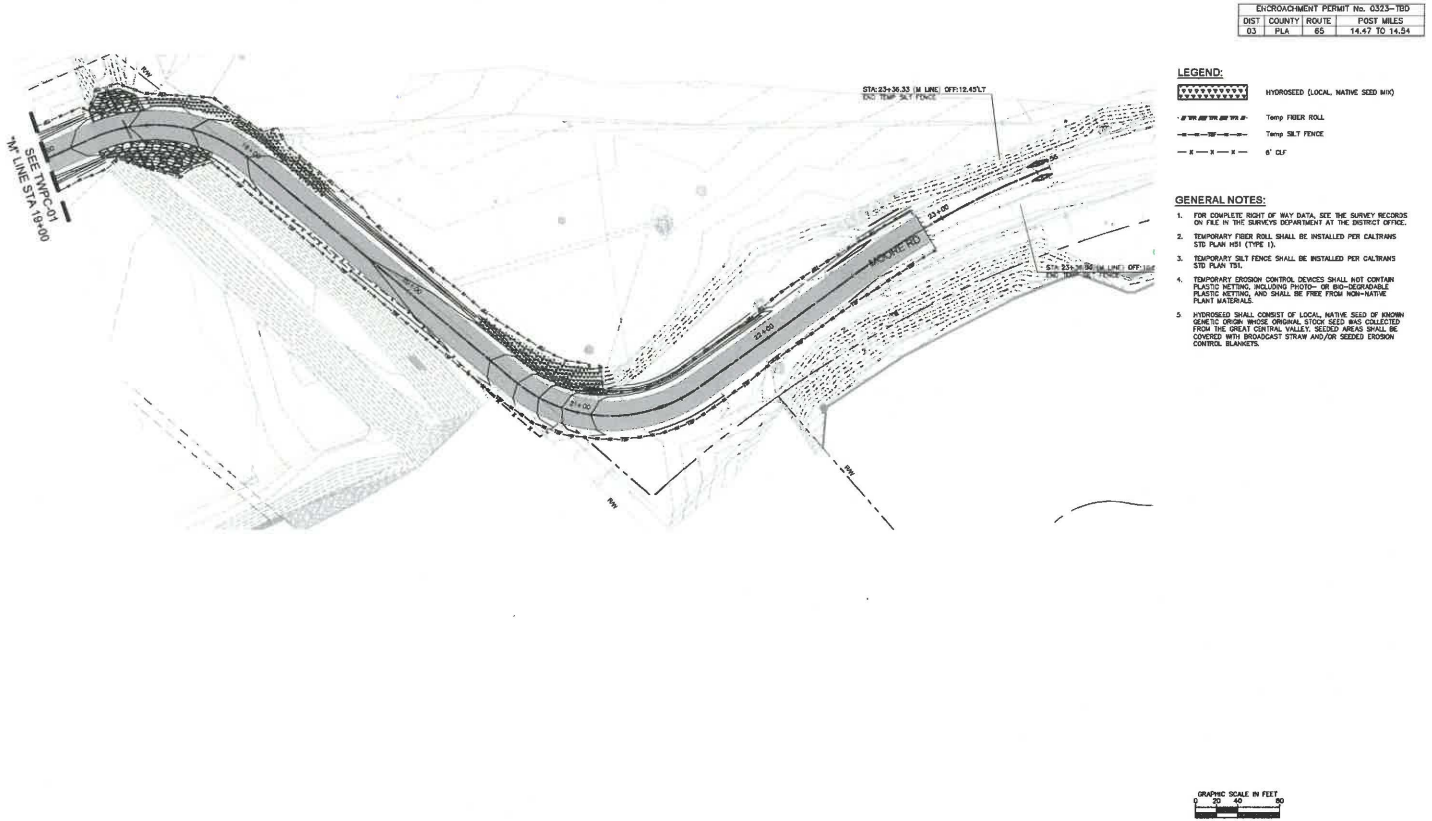


Figure 4: Temporary Water Pollution Control Plan 2
 Moore Road Class I Trail Improvement Project
 Statutory Exemption



Not to scale

Kimley»Horn