Hazel Avenue/U.S. 50 Interchange Project

SACRAMENTO COUNTY AND CITY OF RANCHO CORDOVA, CALIFORNIA
DISTRICT 3–SAC–50, (15.0/17.2)
03-3E380/0300020439
County Control Number 2011-70062

Public Draft Environmental Impact Report/ Environmental Assessment

Volume 2: Appendices

Prepared by the
State of California Department of Transportation
and County of Sacramento

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 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

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Volume 2: Appendices

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Appendix A Resources Evaluated Relative to the Requirements of Section 4(f); No-Use Determinations

Resources Evaluated Relative to the Requirements of Section 4(f); No-Use Determinations

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

Resources Evaluated Relative to the Requirements of Section 4(f)

No proposed parks or wildlife or waterfowl refuges were identified within 0.5 mile of the proposed project. Four parks and recreational facilities were identified within 0.5 mile of the proposed project and were analyzed to determine if they were eligible for protection under Section 4(f).

- American River Parkway
- Natoma Sub-Unit of the Folsom Lake State Recreation Area (SRA) (Lake Natoma)
- Folsom South Canal Trail
- Planned Alder Creek Bike Path

In addition, four historic properties within the Section 106 area of potential effects (APE) were analyzed to determine if they were eligible for protection under Section 4(f).

- Sacramento Valley Railroad (SVRR)
- Aerojet Industrial Building
- Nimbus Winery
- Sacramento County Fire Station #63

Resources not Eligible for Protection under Section 4(f)

There are no parks or recreational facilities identified within 0.5-mile of the project that are not protected under Section 4(f).

Historic sites listed or eligible for listing in the National Register of Historic Places (NRHP) are protected under Section 4(f), as defined in 23 Code of Federal Regulations 774.17 (Definitions). Three of the historic sites in the Section 106 APE have been evaluated as not eligible for inclusion in the NRHP and that determination is still valid for the resources listed below.

- Aerojet industrial building
- Nimbus Winery
- Sacramento County Fire Station #63

These properties are not Section 4(f) properties; therefore, the provisions of Section 4(f) do not apply.

Resources Eligible for Protection under Section 4(f)

Four parks and recreational facilities and one historic resource are eligible for protection under Section 4(f). The four parks are eligible for protection under Section 4(f) because they are publicly-owned and open to the public. The historic resource is eligible for protection under Section 4(f) because it was previously determined eligible for listing in the NRHP. Descriptions and analyses of each resource evaluated relative to the requirements of Section 4(f) are described in the following sections.

American River Parkway

The American River Parkway is a regional open space surrounding the American River and floodplain, extending approximately 29 miles from Folsom Dam to the confluence with the Sacramento River. Covering approximately 5,000 acres, the parkway is managed according to the 2008 American River Parkway Plan with the County of Sacramento responsible for day-to-day management of the portion of the parkway from the confluence to Hazel Avenue, excluding the Nimbus Fish Hatchery areas. The portion of the parkway from Hazel Avenue to Folsom Dam is managed by the California Department of Parks and Recreation (State Parks) under an agreement with the U.S. Bureau of Reclamation (Reclamation) as the Lake Natoma sub-unit of Folsom Lake SRA (County of Sacramento 2008). The Lake Natoma portion is discussed separately in the following section. The "Parkway Concept" as summarized in the 2008 American River Parkway Plan follows:

> *The American River Parkway is a unique regional facility which shall be managed to balance the goals of: a) preserving naturalistic open space and protecting environmental quality within the urban environment, and b) contributing to the provision of recreational opportunities in the Sacramento area.*

The lower American River from Nimbus Dam to the confluence with the Sacramento River is designated part of the National and California Wild and Scenic Rivers System. The 23-mile stretch of river is Federally and State-designated as recreational. The 2008 American River Parkway Plan serves as the management plan for the lower American River under the Federal and State Wild and Scenic Rivers systems (County of Sacramento 2008).

The eastern extent of the Upper Sunrise area of the parkway is within 0.5 mile of the project. This area is along the southern bank of the river and west of the Nimbus Dam and Fish Hatchery area (Figure 1). A small area extends along the southern border of the fish hatchery to Hazel Avenue. The area within 0.5 mile of the proposed project is accessible from Gold Country Boulevard, where the access road traverses the area leading to two graveled parking lots, an equestrian staging area, and an information kiosk.

The Jedediah Smith Memorial Trail traverses the parkway, extending 32 miles from Old Sacramento State Historic Park to Beal's Point on the western shore of Folsom Lake. Also known as the American River Bike Path, the trail was designated a National Recreational Trail in 1974 (County of Sacramento 2016). As shown on Figure 1, the bike path is a Class 1 paved path that travels east and west, south of the fish hatchery area and north of Gold Country Boulevard. West of Hazel Avenue, the path diverges to travel north on Hazel Avenue over the river to the north shore of Lake Natoma or east under Hazel Avenue to connect to the trail system in the SRA.

Analysis of the American River Parkway

The American River Parkway is publicly owned and eligible for protection under Section 4(f). The Upper Sunrise area is 0.5 mile northwest of the project terminus on Hazel Avenue. Access to the area is from Gold Country Boulevard outside the project boundary. The river below the dam can be accessed from the Nimbus Shoals or from locations below the fish ladder, more than 0.2 mile north of the project boundary. The closest section of the American River Bike Path is within approximately 0.2 mile of project boundary on Hazel Avenue, as shown on Figure 1. Pedestrians and bicyclists access the trail from locations within the parkway or from locations outside the project boundary. No right-of-way (ROW) would be acquired from the American River Parkway on a permanent or temporary basis under any alternative so a use as defined in 23 CFR 774.17 would not result. Because of the intervening distance of the parkway, river and bike path from the proposed project, there would be no proximity impacts attributable to a change in access, or noise or visual effects. However, during the construction period, recreationists traveling to the parkway on U.S. Route 50 (US 50) or Hazel Avenue could experience short-term, intermittent delays or traffic detours with views of construction activities. The construction period is anticipated to occur over a period of 24 months, but would not last that long in any given location. A Traffic Management Plan (TMP) would be implemented as part of the project to ensure access is maintained to the surrounding parks and recreational areas during construction. The temporary construction-related delays or views would not affect recreation use or enjoyment of the parkway.

Conclusion

The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

Lake Natoma

Lake Natoma is an afterbay of Folsom Dam and Folsom Lake. Lake Natoma and Folsom Lake reservoirs comprise the Folsom Lake SRA. Lake Natoma is approximately 1 mile south of Folsom Dam and includes approximately 540 acres of water surface area surrounded by 14 miles of shoreline. Lands within the Lake Natoma unit of the SRA are owned by Reclamation and State Parks. State Parks manages the majority of Reclamation lands under a 25-year Managing Partners Agreement signed in January 2012. The purpose of the agreement is for State Parks to continue developing, administering, and maintaining Reclamation lands as an SRA.

Lake Natoma is managed according to the Folsom Lake SRA and Folsom Powerhouse State Historic Park General Plan/Resource Management Plan (SRA GP/RMP). Management of this unit of the SRA is primarily for non-motorized aquatic recreation, such as paddling sports (canoeing, kayaking, rowing, etc.), sailing, windsurfing, swimming, and fishing. Lake Natoma includes 12 management zones, with 6 zones adjacent to or within 0.5 mile of the proposed project, as shown on Figure 1 and described in Table 1. The SRA, including Lake Natoma, is open on a year-round basis with more than 1.5 million visitors per year with 75 percent of visits occurring in the spring and summer months. Visitor surveys indicate locals living in the surrounding area increasingly use the SRA for daily exercise and weekend activities (California Department of Parks and Recreation and Bureau of Reclamation 2010). Lake Natoma is open year-round during the following hours: 7:00 a.m. to 7:00 p.m. during winter months (starting when daylight saving time ends) and 6:00 a.m. to 9:00 p.m. during the summer months (beginning when daylight saving time starts). There is a day-use fee of $10 per vehicle at Lake Overlook and Nimbus Flat (California Department of Parks and Recreation 2016).

A small Caltrans park-and-ride lot just north of the US 50/Hazel Avenue westbound off-ramp, outside of the Lake Natoma boundary, would be reconfigured under all of the project build alternatives. In addition, the proposed separated bicycle/pedestrian path would be located along the western boundary of the park-and-ride lot, east of Hazel Avenue. The park-and-ride lot is intended for commuter parking only, however, California State Parks has observed recreational users parking in the lot particularly during the weekends. A roadway south of the Folsom South Canal provides a shared access point to the park-and-ride lot, the entrance station to Nimbus Flat located approximately 450 feet east of Hazel Avenue, and to the canal.

The County of Sacramento and Reclamation signed an easement in April 1965 for the original construction of Hazel Avenue, the bridge over the American River, and the bridge over the Folsom South Canal.

Table 1. Lake Natoma Management Zones

Lake Natoma Management Zone	Description
Lake Overlook	This zone includes 53 acres of upland area and is east of Hazel Avenue on the northern bank of the river and Lake Natoma. This zone is managed for low-intensity recreation and conservation. An access road off Hazel Avenue leads to a paved parking area with an equestrian staging area and parking area for 150 vehicles. There is a day-use fee of $10 per vehicle to park in this lot. A network of unpaved roads and trails and the American River Bike Path travel along the northern bank of the river and around the dam to Beal's Point. The Lake Overlook zone is more than 0.3 mile from the northernmost project boundary on Hazel Avenue and 0.5 mile north of US 50.
Nimbus Dam	This zone encompasses a total of 96 acres, 81 acres of upland area, the Nimbus Dam, and 15 aquatic acres of the American River below the dam. The Nimbus Fish Hatchery and visitor center are operated by the California Department of Fish and Wildlife (CDFW) but owned and funded by Reclamation. The CDFW's North Central Regional Office is also in this area. A 0.25-mile river discovery trail travels along the rivers' edge. This zone is designated as "administration" in the SRA GP/RMP and is not managed as part of the SRA. Access to this area is from Gold Country Boulevard at Nimbus Road. The American River Bike Path traverses this area to the south. The fish hatchery and visitor center are approximately 0.2 mile from the northernmost project boundary on Hazel Avenue and 0.3 mile north of US 50.
Nimbus Flat/Shoals	Approximately 119 acres of upland area, this zone includes the Sacramento State Aquatic Center, Nimbus Shoals, the Nimbus Flat Day-Use Area, and two trails, the South Lake Natoma Bike Path and South Lake Natoma Multi-Use Trail.
	The Sacramento State Aquatic Center is a cooperative operation of the Associated Students Inc. of California State University, Sacramento, the University Union of Sacramento State, California Department of Boating and Waterways, and State Parks. The center provides a wide range of aquatic programs and rentals, with a beach area, picnic facilities, four docks, classrooms, and parking area. The aquatic center is approximately 400 feet northeast of the project termini on Hazel Avenue and approximately 0.25 mile north of US 50. The aquatic center is accessed from Hazel Avenue, opposite Gold Country Boulevard and outside the project boundary.
	Nimbus Shoals is popular for fishing and includes the upland area below the dam and north of the aquatic center. This area is closed to motorized vehicles and access is from the northern aquatic center parking area or from the South Lake Natoma Bike Path. The Nimbus Shoals area is approximately 0.2 mile north of the project terminus on Hazel Avenue and 0.45 mile north of US 50.
	Nimbus Flat Day-Use Area has two small beaches, landscaped picnic areas, restrooms, two docks for launching small watercraft, and parking lot with capacity for more than200 vehicles. The day-use fee is $10 per vehicle and the entrance is approximately 450 feet east of Hazel Avenue. The South Lake Natoma Bike Path shown is a paved Class I multi-use path extending approximately 6 miles within the SRA from Hazel Avenue to the Folsom Truss Bridge. This path is shown as a continuation of the American River Bike Path in the 2008 parkway plan. The path emerges from under Hazel Avenue, crosses the canal, and winds through the entrance area to Nimbus Flat. A section of the path splits to cross over US 50 on an existing overcrossing that extends to Folsom Avenue east of Aerojet Drive. The South Lake Natoma Multi-Use Trail is unpaved multi-use path that generally parallels the paved path, starting near the day-use entrance and extending to the Folsom Truss Bridge. The day-use area is approximately 0.15 mile east of Hazel Avenue and more than 700 feet north of US 50. Both paths vary in distance from the proposed project, as shown on Figure 1.

Lake Natoma Management Zone	Description
Lower Lake Natoma	The Lower Lake Natoma zone includes 230 acres of the American River from Willow Creek to the Nimbus Dam. This zone is managed to maintain and enhance the area for rowing, paddling sports, slow-speed and non-motorized watercraft use as well as its scenic qualities. The Lower Lake Natoma zone is within approximately 200 feet of the Hazel Avenue off-ramp, while the majority of the lake is more than 700 feet north of US 50.
Natoma Shore South	The Natoma Shore South is north of and adjacent to US 50, east of where Alder Creek enters the lake. This zone encompasses 127 acres designated for recreational use with areas of blue oak woodland and grasslands. Developed recreation facilities in this zone include the two paths, which traverse this area. A picnic area with boat ramp is near the Willow Creek area, more than a mile to the northeast. Management of this zone is intended to maintain the natural and scenic link for trail users. This zone is adjacent to US 50 on the north.
Alder Creek/Pond	Alder Creek flows north into Lake Natoma under US 50 in a box culvert with a mechanically stabilized earth wall above the culvert. This zone includes 17 acres of upland area around the pond with no developed recreation facilities. It is designated as “low intensity recreation/conservation” and is surrounded by the Folsom Auto Mall on three sides. In the past, Alder Creek was heavily mined and the management intent is to restore the creek and pond to a healthy natural riparian ecosystem. This zone is adjacent to US 50 on the south.

Sources: California Department of Parks and Recreation and Bureau of Reclamation 2010; California Department of Parks and Recreation 2016; Sacramento State Aquatic Center 2013; County of Sacramento 2008

Analysis of Lake Natoma

The Lake Natoma sub-unit of Folsom Lake SRA is publicly owned and eligible for protection under Section 4(f). No ROW would be acquired from Lake Natoma on a permanent basis under any alternative so there would be no use as defined in 23 CFR 774.17. Additionally, the recreation area would not be used for access to the project area or for staging areas. Widening US 50 to accommodate a mixed-flow lane and extension of the auxiliary lane to the US 50/Folsom Boulevard eastbound off-ramp would require constructing a new bridge structure over Alder Creek. Because dewatering is not feasible at Alder Creek, the widening of US 50 would construct a new bridge with driven concrete pile extensions for columns. Piles will be driven using temporary or permanent casings. The concrete piles/columns will be cast. The superstructure will be cast-in-place and temporarily supported by falsework. All work for the bridge would occur from and within ROW owned by Caltrans.

Because of the proximity of the recreation area to the proposed improvements on Hazel Avenue and US 50, the potential exists for proximity impacts under the build alternatives, as described below.

Access

The entrance station to the day-use area is located approximately 450 feet east of Hazel Avenue south of the Folsom South Canal. Access to the shoals, aquatic center, and day-use area from Hazel Avenue would be maintained at all times during construction of the build alternatives. The shoals and aquatic center are accessed from Hazel Avenue, opposite Gold Country Boulevard, outside the project boundary. Access to the day-use area from Hazel Avenue is south of the canal. The entrance station is set back approximately 450 feet east of Hazel Avenue.

Construction of the new bicycle/pedestrian path parallel to Hazel Avenue and over US 50, and reconfiguration of the park-and-ride lot would not affect access to the day-use area or the South Lake Natoma Bike Path on a permanent or temporary basis, because access would be maintained at all times during construction. To prevent unauthorized placement of equipment or staging within park facilities, construction-related staging, equipment, and worker parking would be kept within the approved project limits. The project boundary adjacent to State Parks Land would be delineated with Environmentally Sensitive Area fencing or other visible means. No unauthorized use of State Parks land would be allowed.

Access to the recreation facilities within Lake Natoma would not change. During the construction period, recreationists traveling to the Lake Natoma on US 50 or on Hazel Avenue could experience short-term, intermittent delays or traffic detours over a period of 24 months, depending on the sequence of construction activities. Lane closures would be required and are proposed during non-peak traffic hours. Weekends and night work will be required for the bridge widening (for Alternatives 1 and 1A), ramp realignment construction, and during conditions where traffic is detoured. A TMP would be developed and implemented as part of the project to ensure access is maintained. Folsom Boulevard and the US 50/Folsom Boulevard interchange would provide opportunities for detours when ramp closures are required. However, these temporary construction-related delays would not affect recreation use or enjoyment of the recreation area or facilities.

Visual

Direct views of Hazel Avenue and US 50 exist in the recreation areas within Lake Natoma, depending on the location. Given the distance of the Lake Overlook from the proposed project, no noticeable change in viewshed to the south is expected. The Nimbus Shoals area is below the existing elevation of Hazel Avenue without direct views of the proposed project. Aquatic center visitors and recreationists entering the Nimbus Flat day-use area would have direct views of activities, related to construction of the bicycle/pedestrian path and reconfiguration of the park-and-ride lot, as well as proposed improvements to the westbound on- and off-ramps. Path users on the South Lake Natoma Bike Path would also have the same direct views as they travel through this area. Under Alternatives 1 and 1A, the bike path also would offer direct views of proposed improvements to the westbound on-ramps. However, these views would not interfere with use of the recreation facilities and would be short term, and only while activities are underway at these locations. Once construction is finished, views would be similar to the existing viewshed in this area. Once recreationists arrive at the day-use area, views of construction activities would be intermittent but largely blocked by intervening landscaping and trees, including views toward US 50.

Path users on the two South Lake Natoma paths traveling through the eastern portions of Nimbus Flat and Natoma Shore South would have direct views of construction activities north of US 50 connecting to Hazel Avenue, along US 50, and potentially of the grade-separated improvements proposed for Aerojet Road. Direct views would be intermittent depending on intervening vegetation and trees, but in some locations along the paths, little or no vegetation exists between views to the south. The South Lake Natoma Bike Path also crosses over US 50 then descends east of Aerojet Road and path users would have direct views of most construction activities. However, these views would not interfere with use of the paths and would be short term during

the construction period. The proposed project would introduce additional grade-separated features, but the overall viewshed would be similar to the existing views of the roadways.

Noise

Because some areas within Lake Natoma are within close proximity to Hazel Avenue or US 50, recreationists are already exposed to noise levels typical of an urban area. According to the Noise Study Report prepared for the proposed project, noise levels were modeled at four locations in the recreation area, including:

- Sacramento State Aquatic Center
- Nimbus Flat, approximately 650 feet south of the Lake Natoma beach
- South Lake Natoma Multi-Use Trail, approximately 50 feet north of US 50
- South Lake Natoma Bike Path, east of pedestrian bridge over Alder Creek, approximately 100 feet north of US 50.

As shown in Table 2, traffic noise levels under all build alternatives are predicted to increase by 1 to 2 dBA over existing levels. Recreationists using the South Lake Natoma Bike Path and Multi-use Trail would experience the greatest noise levels. Activities along the two paths are transitory (e.g., walking, hiking, running, and bike riding) and the increase in noise levels generated by traffic would not affect the use or enjoyment of the two paths or other recreation areas or facilities at Lake Natoma.

Table 2. Predicted Noise Levels (Traffic Only), Lake Natoma

	Sacramento State Aquatic Center	Nimbus Flat	South Lake Natoma Multi-Use Trail	South Lake Natoma Bike Path
Existing Noise Levels	58 dBA	61 dBA	77 dBA	76 dBA
Design Year Noise Levels				
Alternatives 1 and 1A	60 dBA	62 dBA	78 dBA	77 dBA
Alternative 2	59 dBA	62 dBA	78 dBA	77 dBA
Increase in dBA	+2	+1	+1	+1

Source: California Department of Transportation 2017; provided in Volume 3, *Technical Studies*, or from the project website at http://www.sacdot.com/Pages/Project-Hazel-StateRoute50.aspx.

Construction equipment is expected to generate noise levels ranging from 80 to 90 dBA at a distance of 50 feet from an active construction area. Noise produced by construction equipment would be reduced with distance, at a rate of about 6 dBA per doubling of distance. No adverse noise impacts are anticipated from construction activities because construction noise would be short term, intermittent, and likely overshadowed by local traffic noise (California Department of Transportation 2017; provided in Volume 3, *Technical Studies*, or from the project website at http://www.sacdot.com/Pages/Project-Hazel-StateRoute50.aspx.).

For the reasons described above, the proposed project would not cause a constructive use related to changes in access, or visual or noise of the Lake Natoma Sub-Unit of the Folsom SRA as

defined in 23 CFR 774.15. The proximity impacts will not substantially impair the protected activities, features, or attributes of the SRA.

Conclusion

The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

Existing and Planned Class I Bike Paths

Section 4(f) applies to both existing and proposed recreation facilities that are presently publicly owned and formally designated in a city plan (see Question 25 in the FHWA's 2012 Section 4[f] Policy Paper) (Federal Highway Administration 2012). A review of the Sacramento County Bicycle Master Plan found two Class I bike paths, the Folsom South Canal Bike Path and a planned bike path south of the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. The primary goal of the master plan is to increase the number of persons in the county who bicycle for transportation to work, school, and errands, and recreation (County of Sacramento 2011). Because of the recreation component of Class 1 bike paths, the following publicly owned Class 1 bike paths are considered relative to the requirements of Section 4(f).

Folsom South Canal Bike Path

The Folsom South Canal Bike Path is an existing bike path that also serves as the canal access road on the west side of the canal extending from Gold Country Boulevard opposite Nimbus Road south to Sloughhouse Road, and is approximately 14 miles long. The bike path is owned and managed by Reclamation (TrailLink 2016). As shown on Figure 1, the eastern section of the bike path south of Gold Country Boulevard is approximately 0.1 mile west of the northern project boundary on Hazel Avenue. The bike path crosses under US 50 approximately 1 mile west of the Hazel Avenue interchange.

Analysis of Folsom South Canal Bike Path

The proposed project would not affect the bike path, on either a temporary- or permanent basis so there would be no use as defined in 23 CFR 774.17. As access to the bike path is from Gold Country Boulevard, outside the project boundary, there would be no change in access. There would be no change in views from the bike path, because it is below the grade of Hazel Avenue and US 50, as well as being separated from the proposed project by residential and commercial development along Tributary Pointe Drive. Traffic noise from Hazel Avenue and US 50, is an element of the existing environment for bike path users. Similar to the discussion of existing bike paths above, activities on the path are transitory and an increase in noise levels generated by traffic would not affect the use or enjoyment of the path. Recreationists traveling to the bike path on US 50 or on Hazel Avenue could experience short-term, intermittent delays or traffic detours during the construction period. The TMP would be implemented to ensure access to recreational facilities is maintained during construction. There would be no proximity impacts attributable to a change in access, or noise or visual effects, so the proposed project would not cause a constructive use of the Folsom South Canal Bike Path as defined in 23 CFR 774.15. The

proximity impacts would not substantially impair the protected activities, features, or attributes of the bike path.

Conclusion

The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

Planned Alder Creek Bike Path

The Alder Creek Bike Path is planned to extend from Hazel Avenue/Nimbus Road east to Alder Creek then continue east to Empire Ranch Road in Rancho Cordova, a distance of approximately 7 miles (County of Sacramento 2011). As shown in the Sacramento County Bicycle Master Plan, the bike path is south of the SPTC-JPA rail corridor, outside the project boundary. The bike path is designated in the Sacramento County Bicycle Master Plan as noted above and included here as a potential resource.

Analysis of Planned Alder Creek Bike Path

The proposed extension of the Hazel Avenue grade separation over Folsom Avenue and the SPTC-JPA rail corridor would not interfere with future development of the planned facility or potentially interrupt the continuity of the planned bike path.

Conclusion

The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

Sacramento Valley Railroad

The SVRR was previously determined eligible for listing in the NRHP in 1993 under Criteria A, as the State's first passenger railroad west of the Mississippi River and for its role in the growth of the cities of Sacramento and Folsom, and under Criteria B, for its association with Theodore Judah. The character-defining features of the SVRR are the rail alignment, its historic setting, and location. The SVRR is managed by the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA).

Analysis of the Sacramento Valley Railroad

No proposed project construction would compromise the features that help define why the rail line is significant under NRHP Criteria A and B. The modernization and reconstruction of rail crossing elements would not change the alignment, the setting, and location of the SVRR property. Consequently, the proposed project does not have the potential to affect, either directly or indirectly, the SVRR. The Section 106 finding for this property is "no historic properties affected." According to FHWA regulations at 23 CFR Section 774.13(a)(2–3), Section 4(f) would not apply when work such as maintenance, preservation, rehabilitation, operation, reconstruction, or replacement of a historic transportation facility, results in a finding that the

work would not adversely affect the historic qualities for which the property is NRHP eligible or listed. For these reasons, reconstruction of the at-grade crossing and construction of a grade-separated crossing, and the associated easements, would meet the criteria for exceptions in 23 CFR Section 774.13(a)(2–3) and would not constitute a use within the meaning of Section 4(f).

Conclusion

The property is a Section 4(f) property, but the criteria for exceptions in 23 CFR Section 774.13(a)(2–3) would be met. Therefore, the provisions of Section 4(f) do not apply.

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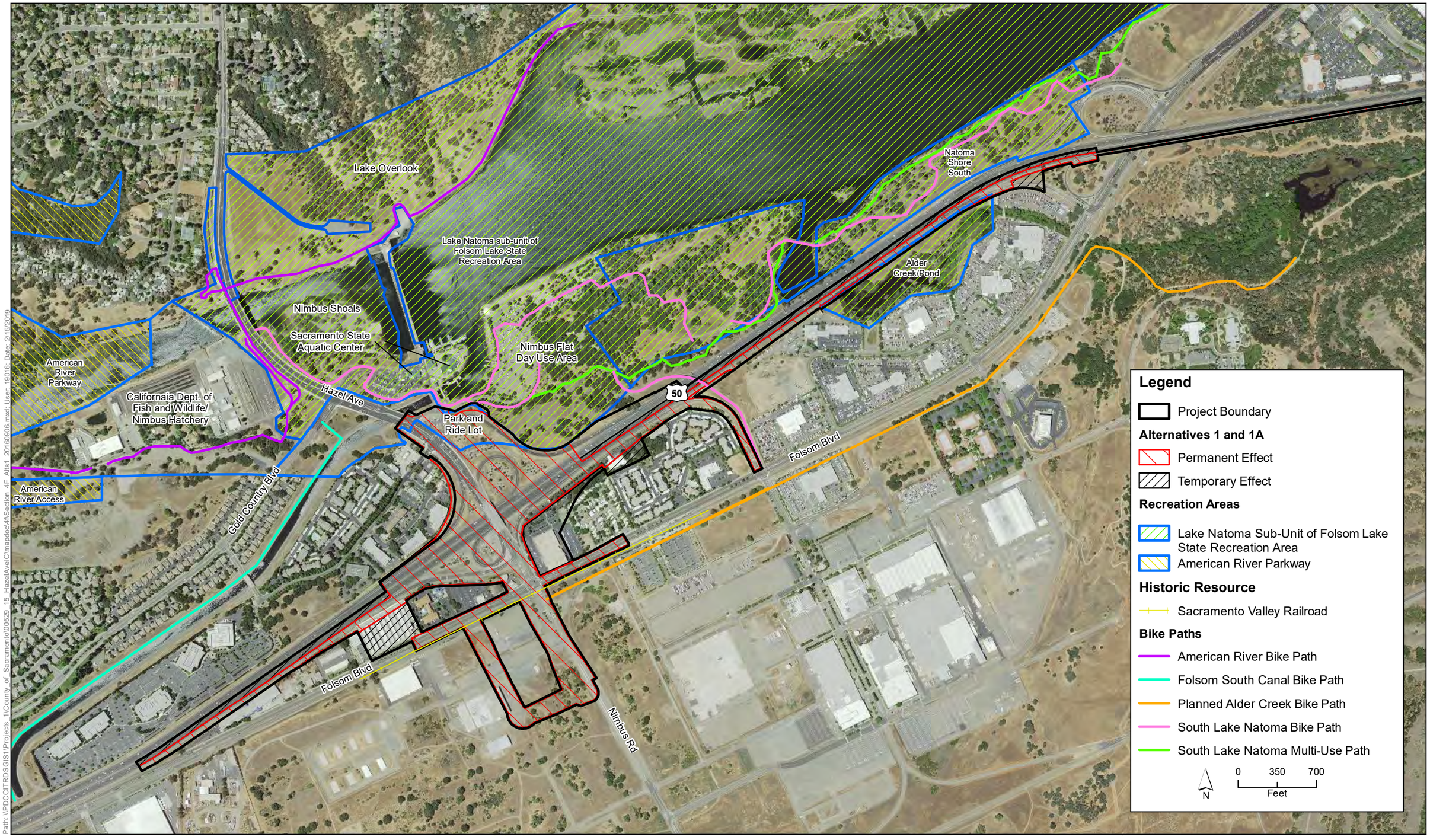

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Figure 1a
Section 4 (f) Resources
Hazel Avenue/U.S. 50 Interchange Project

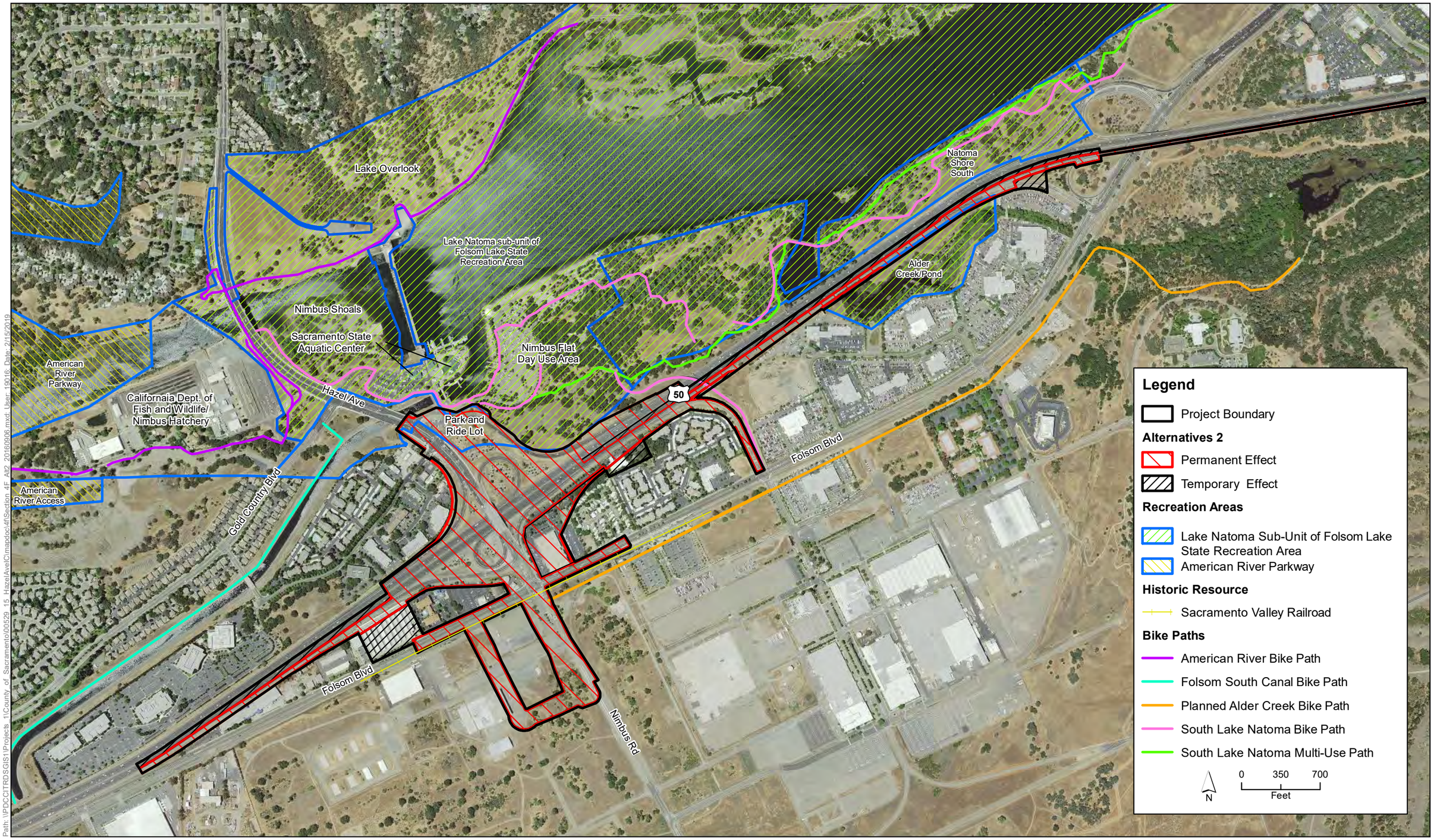

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Figure 1b
Section 4 (f) Resources
Hazel Avenue/U.S. 50 Interchange Project

Appendix B Title VI Policy Statement

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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Making Conservation a California Way of Life.

April 2018

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

LAURIE BERMAN
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix C Summary of Relocation Benefits

Appendix C Summary of Relocation Benefits

C.1 California Department of Transportation Relocation Assistance Program

C.1.1 Declaration of Policy

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

C.1.2 Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

C.1.3 Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe, and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe, and sanitary" replacement dwelling, available on the market, is offered to them by Caltrans.

C.1.3.1 Residential Relocation Payments

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable "decent, safe, and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans' initiation of negotiations. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

C.1.4 Nonresidential Relocation Assistance

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

C.1.4.1 Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

C.1.4.2 Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $25,000 for reasonable expenses actually incurred.

C.1.4.3 Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $40,000.

C.1.5 Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans' Division of Right of Way and Land Surveys. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

More information regarding Caltrans' Division of Right of Way's Relocation Assistance Program can be found on the internet at http://www.dot.ca.gov/hq/row/rap/index.htm.

Appendix D Avoidance, Minimization and/or Mitigation Summary

Appendix D Avoidance, Minimization and/or Mitigation Summary

Standardized Measures

The proposed project includes the following two standardized measures that are generally applied to most or all County and Caltrans projects.

Transportation Management

A Transportation Management Plan (TMP) would be developed for use during project construction. The TMP would utilize strategies described in the *California Manual of Traffic Control Devices* (California Department of Transportation 2014b) and Caltrans' *Transportation Management Plan Guidelines* (TMP Guidelines) (California Department of Transportation 2015), selected in accordance with the scale and scope of the project and the variety of transportation facility types and jurisdictions in the project area. The TMP would direct the process and procedures for dissemination of information to the public and motorists, provide guidance for implementation of incident management, describe construction strategies for traffic handling and guiding traffic through work zones, address traffic demand management during construction, and describe and direct the implementation of alternate routes or detours.

Environmental Stewardship

The project would comply with the policies identified in the elements of the Sacramento County General Plan as well as those in Caltrans Standard Specification Section 14, Environmental Stewardship, as they apply to the construction and implementation of the proposed project. In addition to environmental protections established by State and Federal law, County and Caltrans policies and standards address responsibilities for many environmental areas such as air pollution; noise limits; protection of lakes, streams, and other water bodies; use of pesticides; safety; sanitation; convenience for the public; and damage or injury to any person or property as a result of construction.

D.1 Land Use

D.1.1 Avoidance, Minimization, and/or Mitigation Measures

Prevent Unauthorized Use of State Parks Land

Construction-related staging, equipment, and worker parking will be kept within the approved project limits. The project boundary adjacent to State Parks Land will be delineated with Environmentally Sensitive Area fencing or other visible means. No unauthorized use of State Parks land will be allowed.

D.1.2 CEQA Mitigation Measures

Measures are not applicable.

D.2 Growth

D.2.1 Avoidance, Minimization, and/or Mitigation Measures

Measures are not applicable.

D.2.2 CEQA Mitigation Measures

Measures are not applicable.

D.3 Community Impacts

D.3.1 Avoidance, Minimization, and/or Mitigation Measures

Transportation Management

A Transportation Management Plan (TMP) would be developed for use during project construction. The TMP would utilize strategies described in the *California Manual of Traffic Control Devices* (California Department of Transportation 2014b) and Caltrans' *Transportation Management Plan Guidelines* (TMP Guidelines) (California Department of Transportation 2015), selected in accordance with the scale and scope of the project and the variety of transportation facility types and jurisdictions in the project area. The TMP would direct the process and procedures for dissemination of information to the public and motorists, provide guidance for implementation of incident management, describe construction strategies for traffic handling and guiding traffic through work zones, address traffic demand management during construction, and describe and direct the implementation of alternate routes or detours.

D.3.2 CEQA Mitigation Measures

Measures are not applicable.

D.4 Utilities/Emergency Services

D.4.1 Avoidance, Minimization, and/or Mitigation Measures

Transportation Management

A Transportation Management Plan (TMP) would be developed for use during project construction. The TMP would utilize strategies described in the *California Manual of Traffic Control Devices* (California Department of Transportation 2014b) and Caltrans' *Transportation Management Plan Guidelines* (TMP Guidelines) (California Department of Transportation 2015), selected in accordance with the scale and scope of the project and the variety of transportation facility types and jurisdictions in the project area. The TMP would direct the process and procedures for dissemination of information to the public and motorists, provide guidance for implementation of incident management, describe construction strategies for traffic handling and guiding traffic through work zones, address traffic demand management during construction, and describe and direct the implementation of alternate routes or detours.

D.4.2 CEQA Mitigation Measures

Mitigation Measure PS-1: Prevent Unauthorized Use of State Parks Land

Construction-related staging, equipment, and worker parking will be kept within the approved project limits. The project boundary adjacent to State Parks Land will be delineated with Environmentally Sensitive Area fencing or other visible means. No unauthorized use of State Parks land will be allowed.

D.5 Traffic and Transportation/Pedestrian and Bicycle Facilities

D.5.1 Avoidance, Minimization, and/or Mitigation Measures

Transportation Management

A Transportation Management Plan (TMP) would be developed for use during project construction. The TMP would utilize strategies described in the *California Manual of Traffic Control Devices* (California Department of Transportation 2014b) and Caltrans' *Transportation Management Plan Guidelines* (TMP Guidelines) (California Department of Transportation 2015), selected in accordance with the scale and scope of the project and the variety of transportation facility types and jurisdictions in the project area. The TMP would direct the process and procedures for dissemination of information to the public and motorists, provide guidance for implementation of incident management, describe construction strategies for traffic handling and guiding traffic through work zones, address traffic demand management during construction, and describe and direct the implementation of alternate routes or detours.

D.5.2 CEQA Mitigation Measures

Measures are not applicable.

D.6 Visual/Aesthetics

D.6.1 Avoidance, Minimization, and/or Mitigation Measures

Minimize Fugitive Light from Portable Sources Used for Construction

At a minimum, the construction contractor will minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights will be used, or the latest requirements in Caltrans Standard Specifications will be followed. Portable lights will be operated at the lowest allowable wattage and height and will be raised to a height no greater than 20 feet. All lights will be screened and directed downward toward work activities and away from the night sky and roadway users and highway neighbors to the maximum extent possible. Lights will not be directed toward residential land uses after 10 p.m. The number of nighttime lights used will be minimized to the greatest extent possible.

D.6.2 CEQA Mitigation Measures

Mitigation Measure AE-1: Minimize Fugitive Light from Portable Sources Used for Construction

The content of this mitigation measure is the same as the measure included in Section D.6.1.

D.7 Cultural Resources

D.7.1 Avoidance, Minimization, and/or Mitigation Measures

Conduct Mandatory Cultural Resources Awareness Training for Construction Personnel

Before any ground-disturbing work occurs in the project area, a qualified archaeologist will be retained to conduct mandatory contractor/worker cultural resources awareness training for construction personnel. The awareness training will be provided to all construction personnel, including contractors and subcontractors, to brief them on the need to avoid effects on cultural resources adjacent to and within construction areas, their responsibility to report potential resources if observed, and the penalties for not complying with applicable State and Federal laws and permit requirements.

Monitor for Archaeological Resources during Initial Ground Disturbance

A Native American monitor will be retained to monitor all initial ground disturbing activities (e.g., grading, excavation, tree removal). The purpose of the monitoring is to ensure that no unrecorded archaeological resources are affected by the project and to ensure that the project complies with all applicable permit requirements and agency conditions of approval.

Implement Avoidance and Notification Procedures for Cultural Resources

It is County and Caltrans' policy to avoid cultural resources whenever possible. If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. All reasonable measures will be implemented to avoid, minimize, or mitigate further harm to the resource. If appropriate, the project proponent will notify Indian tribes or Native American groups that may attach religious or cultural significance to the affected resource.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent (MLD). The County will work with the MLD to avoid the remains, and if avoidance is not feasible, to determine the respectful treatment of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

D.7.2 CEQA Mitigation Measures

Mitigation Measure CUL-1: Conduct Mandatory Cultural Resources Awareness Training for Construction Personnel

The content of this mitigation measure is the same as the measure included in Section D.7.1.

Mitigation Measure CUL-2: Monitor for Archaeological Resources during Initial Ground Disturbance

The content of this mitigation measure is the same as the measure included in Section D.7.1.

Mitigation Measure CUL-3: Implement Avoidance and Notification Procedures for Cultural Resources Discovered during Construction

The content of this mitigation measure is the same as the measure included in Section D.7.1.

Mitigation Measure CUL-4: Install Orange Construction Fencing to Avoid Culturally Sensitive Areas

Construction-related staging, equipment, and worker parking will be kept within the approved APE boundary. The APE boundaries in the vicinity of areas identified as culturally sensitive by the UAIC as a result of consultation with the lead agencies will be delineated with orange construction fencing or other visible means to ensure complete avoidance.

D.8 Hydrology and Floodplain

D.8.1 Avoidance, Minimization, and/or Mitigation Measures

Implement Best Management Practices to Control Runoff and Discharge of Pollutants During Project Construction and Operation and Follow Requirements of Permitting Agencies and the Stormwater Quality Design Manual

As part of the final design process prior to project construction, the project engineers will develop and incorporate design features or BMPs into the project design. The features selected will comply with the Sacramento County SQIP and the Sacramento Region SQDM for project areas outside of Caltrans ROW, and Caltrans SWMP and Standard Specifications for project areas within Caltrans ROW. The features will be designed to meet all applicable water quality objectives for surface waters and groundwater contained in the Basin Plan.

For project areas outside of Caltrans ROW, the project engineers will follow the guidance in the SQDM including selecting measures from SQDM Table 3-3, Stormwater Quality Control Measure Selection Matrix, for street/road projects with new impervious areas larger than 5 acres. Measures that could be selected and implemented include source control, hydromodification control, treatment control, and low impact development measures such as vegetated swales, water quality detention basins, and bioretention planters.

The project engineers and construction contractor will ensure compliance with the requirements of Caltrans and County NPDES MS4 permits to control stormwater and non-stormwater discharges associated with project construction activities and discharges within the jurisdiction of each permit. Temporary diversion systems and dewatering operations will be implemented, as appropriate. The controls required by all applicable permits will be implemented to reduce the discharge of pollutants in stormwater discharges to the maximum extent possible, including management practices, control techniques, system design and engineering methods, and other measures as appropriate.

The project engineers and the construction contractor will ensure that the requirements of the County SQIP will be followed to reduce the discharge of pollutants to the MS4. The project engineers and construction contractor will also ensure construction activities and project implementation complies with Section 401 (Water Quality Certification) from the Central Valley Regional Water Quality Control Board and the Section 404 Permit from the Sacramento District USACE.

D.8.2 CEQA Mitigation Measures

Mitigation Measure HY-1: Implement Best Management Practices to Control Runoff and Discharge of Pollutants During Project Construction and Operation and Follow Requirements of Permitting Agencies and Stormwater Quality Design Manual

The content of this mitigation measure is the same as the measure included in Section D.8.1.

D.9 Water Quality

D.9.1 Avoidance, Minimization, and/or Mitigation Measures

Implement Best Management Practices to Control Runoff and Discharge of Pollutants During Project Construction and Operation and Follow Requirements of Permitting Agencies and the Stormwater Quality Design Manual

As part of the final design process prior to project construction, the project engineers will develop and incorporate design features or BMPs into the project design. The features selected will comply with the Sacramento County SQIP and the Sacramento Region SQDM for project areas outside of Caltrans ROW, and Caltrans SWMP and Standard Specifications for project areas within Caltrans ROW. The features will be designed to meet all applicable water quality objectives for surface waters and groundwater contained in the Basin Plan.

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The project engineers and the construction contractor will ensure that the requirements of the County SQIP will be followed to reduce the discharge of pollutants to the MS4. The project engineers and construction contractor will also ensure construction activities and project implementation complies with Section 401 (Water Quality Certification) from the Central Valley Regional Water Quality Control Board and the Section 404 Permit from the Sacramento District USACE.

D.9.2 CEQA Mitigation Measures

Mitigation Measure HY-1: Implement Best Management Practices to Control Runoff and Discharge of Pollutants During Project Construction and Operation and Follow Requirements of Permitting Agencies and the Stormwater Quality Design Manual

The content of this mitigation measure is the same as the measure included in Section D.8.1.

D.10 Geology/Soils/Seismic/Topography

D.10.1 Avoidance, Minimization, and/or Mitigation Measures

Implement Best Management Practices to Control Runoff and Discharge of Pollutants During Project Construction and Operation and Follow Requirements of Permitting Agencies and the Stormwater Quality Design Manual

As part of the final design process prior to project construction, the project engineers will develop and incorporate design features or BMPs into the project design. The features selected will comply with the Sacramento County SQIP and the Sacramento Region SQDM for project areas outside of Caltrans ROW, and Caltrans SWMP and Standard Specifications for project areas within Caltrans ROW. The features will be designed to meet all applicable water quality objectives for surface waters and groundwater contained in the Basin Plan.

For project areas outside of Caltrans ROW, the project engineers will follow the guidance in the SQDM including selecting measures from SQDM Table 3-3, Stormwater Quality Control Measure Selection Matrix, for street/road projects with new impervious areas larger than 5 acres. Measures that could be selected and implemented include source control, hydromodification control, treatment control, and low impact development measures such as vegetated swales, water quality detention basins, and bioretention planters.

The project engineers and construction contractor will ensure compliance with the requirements of Caltrans and County NPDES MS4 permits to control stormwater and non-stormwater discharges associated with project construction activities and discharges within the jurisdiction of each permit. Temporary diversion systems and dewatering operations will be implemented, as appropriate. The controls required by all applicable permits will be implemented to reduce the discharge of pollutants in stormwater discharges to the maximum extent possible, including management practices, control techniques, system design and engineering methods, and other measure as appropriate.

The project engineers and the construction contractor will ensure that the requirements of the County SQIP will be followed to reduce the discharge of pollutants to the MS4. The project engineers and construction contractor will also ensure construction activities and project implementation complies with Section 401 (Water Quality Certification) from the Central Valley Regional Water Quality Control Board and the Section 404 Permit from the Sacramento District USACE.

D.10.2 CEQA Mitigation Measures

Measures are not applicable.

D.11 Paleontology

D.11.1 Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Specification 14-7.03 mandates that within their ROW if unanticipated paleontological resources are discovered at the job site, the resources will not be disturbed, and the following actions will occur immediately.

1. All work will stop within a 60-foot radius of the discovery.
2. The area will be secured.
3. The project Engineer will be notified.

Caltrans Standard Specification 14-7.03 also mandates that "if paleontological resources are discovered during construction, the project proponent will investigate the discovery and modify the dimensions of the secured area, if needed. Paleontological resources will not be moved or taken from the job site. Work will not resume within the radius of discovery until authorized."

In addition to the Standard Specification, the following mitigation measure would be implemented.

Prepare and Implement a Paleontological Mitigation Plan

A non-standard special provision for paleontology mitigation will be included in the construction contract special provisions section to advise the construction contractor of the requirement to cooperate with paleontological salvage. The following items will be part of the provisions:

- A qualified principal paleontologist, as defined by the Caltrans Standard Environmental Reference, will be retained to prepare and implement a final Paleontological Mitigation Plan (PMP) prior to construction. If the qualified paleontologist is not a licensed professional geologist in the State of California, then a licensed professional geologist will need to be retained to review and approve the PMP prior to construction. The preliminary PMP prepared for the project (California Department of Transportation 2017; provided in Volume 3, *Technical Studies*, or on the project website at http://www.sacdot.com/Pages/Project-Hazel-StateRoute50.aspx) will be updated based on final engineering design and geotechnical information.
- The geotechnical investigation conducted to support final engineering design will identify the depth and location of sensitive areas and will be used by the qualified principal paleontologist to identify locations that warrant monitoring during construction.
- The final PMP will list the proposed staff and professional qualifications.

- The qualified principal paleontologist will attend a task order meeting and conduct a site visit to review task order requirements; review plans, maps, initial site reports, and mitigation requirements; review geotechnical data, site geology and paleontological sensitivity; prepare a mitigation work plan; and prepare a Code of Safe Practices.
- The qualified principal paleontologist will schedule coordination and supervision for paleontological monitors of any salvage. Monthly progress reports will be prepared for lead agency review and comment.
- The qualified principal paleontologist may designate a paleontological monitor to be present during earthmoving activities.
- The paleontological monitor will have a college degree in paleontology or geology and at least 2 years of paleontological monitoring experience or other qualifications described by the Society of Vertebrate Paleontology (2010).
- The qualified principal paleontologist and paleontological monitor will be notified by the resident engineer or lead agency in advance of starting construction activity and will attend any safety training programs for the proposed project. Paleontological monitoring may be full-time during excavation for undercrossings, in-ground structural elements such as bridge substructures and culverts, and any other project elements requiring deep excavation. If, after 50% of the grading/excavation is completed at a particular location for the proposed project, it can be demonstrated that the level of monitoring should be reduced for that site, the qualified principal paleontologist will amend the mitigation program (Society of Vertebrate Paleontology 2010). If pieces of heavy equipment are in use simultaneously at different locations, each location may be individually monitored.
- The qualified principal paleontologist will meet with the resident engineer and construction contractor at a preconstruction conference to develop an agreed-upon communication plan and to discuss provisions for worker safety. All project personnel will receive paleontological awareness training prior to commencement of work by the qualified principal paleontologist.
- If paleontological resources are discovered during earthmoving activities, the construction crew will immediately cease work within a 60-foot radius of the find and notify the resident engineer and the Sacramento County Office of Planning and Environmental Review. In the event paleontological resources are discovered, fossil specimens will be properly collected and sufficiently documented to be of scientific value.
- The collection and treatment actions described in the PMP will occur during the grading and construction process and after recovery of specimens if fossils are found, including sampling for microfossils, conducting paleomagnetic analysis, identifying and preparing fossils, arranging for a repository, and preparing a final report.

D.11.2 CEQA Mitigation Measures

Mitigation Measure GS-1: Prepare and Implement a Paleontological Mitigation Plan

The content of this mitigation measure is the same as the measure included in Section D.11.1.

D.12 Hazardous Waste/Materials

D.12.1 Avoidance, Minimization, and/or Mitigation Measures

Develop and Implement Plans to Address Worker Health and Safety

As required by Caltrans, and Federal, State, and local regulations, prior to construction, the County will employ a Certified Industrial Hygienist who will prepare a Health and Safety Plan, Lead Compliance Plan, BMP and/or injury and illness prevention plan to address worker safety when working with potentially hazardous materials (e.g., levels of protective personal equipment, emergency action plan, procedures for encountering hazardous materials) including potential ACMs, LBPs, lead or chromium in traffic stripes, ADL, and other construction-related materials within the ROW during any soil-disturbing activity. The plan will be implemented during construction. The preparation of such a plan is estimated to cost approximately $3,500 and take three weeks to prepare.

Conduct Site-specific Assessments and Prepare and Implement a Work Plan

Prior to construction, the County will conduct additional assessments of soil, groundwater, and building materials within the proposed acquisition area of the parcels described below. In addition, prior to soil and groundwater testing, the County will prepare a work plan that detail testing locations and analytical methods. Testing locations will be similar to proposed excavation locations in order to characterize potentially excavated soils. The plan will incorporate the soil and groundwater data to ensure that soil and groundwater are stored, managed, and disposed of appropriately and in accordance with applicable laws and regulations.

Soil and Groundwater

Assess the Chevron Service Station (APN: 069-0160-012), Nimbus Winery (APN: 069-0050-013), Aerojet Facility (APN: 072-0231-125), and UPRR ROW for possible soil and groundwater contamination. The sampling and testing of surface soils and groundwater at these sites will be analyzed for total petroleum hydrocarbons as diesel, heavy metals, petroleum hydrocarbons, polynuclear aromatic hydrocarbons, and chlorinated solvents. Drilling for soil and groundwater will be performed by OSHA-trained personnel with appropriate license (CFR 1910.120).

If soil and/or groundwater contamination is identified, the County will comply with Federal and State regulations and the Sacramento County CUPA regulatory requirements regarding the handling and disposal of hazardous wastes. These requirements include consultation with the DTSC and SWRQCB and adherence to the SWPPP. The SWPPP requirement of BMPs designed to minimize the release of hazardous materials would help reduce potential impacts. Contaminated soils not reused onsite will be disposed of at a Class I landfill facility.

If groundwater is extracted as part of dewatering, the extracted groundwater will be stored in tanks, and tested for chlorinated solvents, and either sent offsite for recycling or directed to the existing groundwater treatment system at the Aerojet facilities for disposal and treatment. This

will be in addition to the pre-characterization of groundwater quality during preconstruction testing.

The estimated cost of collection and testing soil and groundwater within these parcels totals approximately $26,000 and could take up to six weeks. It should be noted that obtaining access to the UPRR parcel could take up to six months.

Asbestos-Containing Materials and Lead-Based Paint

The Cattlemens Restaurant (APN: 069-0060-085) and Nimbus Winery (APN: 069-0050-013) buildings are likely to contain ACM and LBP in their construction materials. Various bridge components, such as the overpass, could also contain ACM. The County will conduct a hazardous materials survey prior to demolition or significant renovation of Cattlemens Restaurant, Nimbus Winery, and bridge structures. If lead or asbestos is found in these buildings or structures, prior to removal or renovation the County will prepare an abatement plan as part of the TSSP required under Section 12-1.01.C of the County Standard Construction Specifications. The abatement plan will provide for a California-certified asbestos consultant and California Department of Health Services–certified lead project designer to prepare hazardous materials specifications for abatement of the ACM and LBP. This specification will be the basis for selecting qualified contractors to perform the proposed asbestos and lead abatement work. The County will retain a California-licensed asbestos abatement contractor to perform the abatement of any asbestos-containing construction materials and LBP deemed potentially hazardous. Abatement of hazardous building materials will be completed prior to any work on these structures.

The estimated costs for ACM testing of the Cattlemens Restaurant, Nimbus Winery, and the bridge overpass ranges from $10,000 to $12,000 and would take approximately three weeks to complete. Preparation of the abatement plan is estimated to cost $7,000. Abatement by a certified contractor and oversight by certified inspector is estimated at $12,000 per building if ACM/LBP is present and would take approximately 2-3 weeks per structure.

Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow Traffic Striping along Existing Roadways

The County will sample and test yellow traffic striping scheduled for removal to determine whether lead or chromium is present. All aspects of the project associated with removal, storage, transportation, and disposal will be conducted in strict accordance with appropriate regulations of the California Health and Safety Code Section 1532.1, and Section 13-2.09, *Removal of Traffic Stripes and Pavement Markings* of the County's Standard Construction Specifications (2017). Section 13-2.09 includes safety requirements such as shielding sandblasting equipment and using a vacuum to ensure grindings are contained. Traffic striping will be disposed of at a Class I disposal facility. The responsibility of implementing this measure will be outlined in the contract between the County and the construction contractor.

Testing traffic striping would take approximately 2-3 weeks and cost approximately $2,500. Removal, storage, transport and disposal of traffic striping is estimated to be between $4,000 and

$10,000 if hazardous levels of lead and/or chromium are present and would occur as needed during construction.

Appropriately Dispose of Soils Contaminated with ADL

Soils in the project limits along the US 50 corridor identified as having hazardous levels of ADL will be handled and disposed of in accordance with applicable CalOSHA requirements including a project specific worker Health and Safety Plan and Lead Compliance Plan. CalOSHA standards regarding lead apply to all construction work where an employee may be exposed to lead and include notification of lead testing results; providing protective clothing and equipment; hazardous materials training; and control measures to contain lead.

D.12.2 CEQA Mitigation Measures

Mitigation Measure HZ-1: Develop and Implement Plans to Address Worker Health and Safety

The content of this mitigation measure is the same as the measure included in Section D.12.1.

Mitigation Measure HZ-2: Conduct Site-specific Assessments and Prepare and Implement a Work Plan

The content of this mitigation measure is the same as the measure included in Section D.12.1.

Mitigation Measure HZ-3: Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow Traffic Striping along Existing Roadways

The content of this mitigation measure is the same as the measure included in Section D.12.1.

Mitigation Measure HZ-4: Appropriately Dispose of Soils Contaminated with Aerially Deposited Lead

The content of this mitigation measure is the same as the measure included in Section D.12.1.

D.13 Air Quality

D.13.1 Avoidance, Minimization, and/or Mitigation Measures

Implement California Department of Transportation Standard Specification Section 14

Construction activities within areas under Caltrans control are subject to requirements found in the *Standard Specifications* (California Department of Transportation 2018). To control the generation of construction-related PM10 emissions, the project proponent will follow the following applicable policies and procedures outlined in Caltrans Standard Specifications.

Standard Specification Section 14-9.02, Air Pollution Control, requires compliance with air district rules, regulations, ordinances, and statutes that apply to work performed under the contract, including air pollution control rules, regulations, ordinances, and statutes provided in Government Code Section 11017 (Public Contract Code 10231). Standard Specification Section 10-5 addresses dust control requirements by preventing and alleviating dust by means of Standard Specification Section 18 (applying dust palliatives), Standard Specification Section 13-5 (applying temporary soil stabilization), and Standard Specification Section 13-4.03C(3) (managing material stockpiles). In addition, Standard Specification Section 14-11.04 addresses dust control associated with material containing hazardous waste or contamination.

Implement SMAQMD's Basic Construction Emission Control Practices (Best Management Practices)

Measures to control and reduce fugitive dust from SMAQMD's Basic Construction Emission Control Practices (Sacramento Metropolitan Air Quality Management District 2017) will be implemented to the extent practicable when the measures have not already been incorporated and do not conflict with requirements of Caltrans' Standard Specifications, Special Provisions, the National Pollutant Discharge Elimination System permit, and the Biological Opinions, Clean Water Act Section 404 permit, Clean Water Act Section 401 Certification, and other permits issued for the project. The project-proponent will implement SMAQMD's basic construction emission control practices, including but not limited to the following measures.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour.
- Pave all roadways, driveways, sidewalks, and parking lots as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (required by 13 CCR 2449(d)(3) and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

D.13.2 CEQA Mitigation Measures

Mitigation Measure AQ-1: Implement SMAQMD's Basic Construction Emission Control Practices (Best Management Practices)

The content of this mitigation measure is the same as the measure included in Section D.13.1.

Mitigation Measure AQ-2: Utilize Model Year 2010 or Newer Engines to Reduce Construction-Related Exhaust Emissions from On-Road Vehicles

All on-road trucks will consist of model year 2010 or newer engines. Construction contractors will provide documentation to the County of efforts to secure such a fleet. The contractors will keep a written record of equipment usage during project construction for each piece of equipment and provide the County with annual reports documenting compliance. These reports will be submitted to SMAQMD.

Mitigation Measure AQ-3: Utilize Clean Diesel-Powered Equipment during Construction to Control Construction-Related NOX Emissions

The County will ensure that all off-road diesel-powered equipment used during construction is equipped with EPA Tier 4 Final engines. The County will submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 8 or more hours during any phase of the construction project. The inventory will include the following:

- CARB equipment identification number, equipment type, horsepower rating, engine model year (Tier 4 Final), and projected hours of use for each piece of off-road equipment.
- Current Certificate of Reported Compliance for CARB's In-Use Off-Road Regulation for each construction company working on the project.
- Anticipated construction timeline including start date, and name, phone number and email address of the project manager and on-site foreman.

The construction inventory will be submitted to the SMAQMD at least 4 business days prior to the use of subject equipment.

Mitigation Measure AQ-4: Prepare and Implement a Lead and Asbestos Abatement Plan

Following the requirements of SMAQMD Rule 902 and Sacramento County Standard Construction Specification Section 12-1.01.C, Task Specific Safety Plan (TSSP), the County or its contractor will prepare a plan for the abatement of asbestos during demolition and removal of structures. The plan will also address abatement of structural lead. The contents of the plan will conform to Federal, State and local regulations regarding preventing environmental exposure and ensuring worker health and safety standards are implemented, including for the proper handling, removal, and disposal of the pollutants.

D.14 Noise

D.14.1 Avoidance, Minimization, and/or Mitigation Measures

Minimize Noise Effects from Construction

Standard Caltrans procedures include implementation of the following measures to minimize the temporary noise effects from construction.

- All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- The construction contractor will implement appropriate additional noise measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

Noise Abatement

Based on the studies completed to date, the County and Caltrans intend to incorporate noise abatement in the form of a barrier at the Aerojet Road off-ramp (see Figures 2.14-3, 2.14-4 and 2.14-5, depending on the alternative selected). Each build alternative has a corresponding barrier design with differing levels of noise reduction. All barriers would meet the design goal of 7 dB at a height of 14 feet.

The barrier for Alternative 1 would have a maximum height of 14 feet and a length of 1520 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 13 dBA for 33 residences at a cost of $713,288.

The barrier for Alternative 1A would have a maximum height of 14 feet and a length of 1900 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 13 dBA for 41 residences at a cost of $891,413.

The barrier for Alternative 2 would have a maximum height of 14 feet and a length of 1960 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 12 dBA for 38 residences at a cost of $919,538.

These measures may change based on input received from the public. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design.

D.14.2 CEQA Mitigation Measures

Mitigation Measure NO-1. Apply Quiet Pavement or Construct Noise Barrier along Aerojet Drive

The County will implement one of two mitigation options.

Option 1. Apply quiet pavement to the US 50 mainline from just west of Hazel Avenue to 0.25 mile east of Aerojet Road, at a minimum. The pavement will be designed to provide a minimum of 4 dB of noise reduction relative to standard pavement that would otherwise be used. Applying quiet pavement to the off-ramp only and exclusive of US 50 would have no noise-reducing effect. As such, quiet pavement will be applied to both the US 50 mainline and Aerojet Road to achieve the required noise level reduction.

Option 2. Construct a noise barrier at a height of 14 feet along Aerojet Road in the location shown on EIR/EA Figure 2.14-5.

It may not be possible to apply quiet pavement to the US 50 mainline given that it is located within State ROWs and regulated by Caltrans. Therefore, if Option 1 is determined not to be feasible, the County will implement Option.

Mitigation Measure NO-2: Employ Noise-Reducing Construction Practices during Construction

During construction, the contractor will employ best practices to reduce construction noise at noise-sensitive land uses. Where possible, noise levels should not exceed 55 dBA during evening hours (8:00 p.m. to 10:00 p.m.) and 50 dBA during nighttime hours (10:00 p.m. to 6:00 a.m.)

Measures used to limit construction noise include the following.

- Limit noise-generating construction operations to daytime hours.
- Locate stationary equipment (e.g., generators, compressors, cement mixers, idling trucks) as far as possible from noise-sensitive land uses.
- Prevent excessive noise by shutting down idle vehicles or equipment.
- During use of pile drivers, include noise control measures such as pile cushions or noise shrouds.
- Require that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Use noise-reducing enclosures around noise-generating equipment.
- Construct barriers to block sound transmission from construction equipment to noise-sensitive land uses. The barriers will be designed to obstruct the line of sight from the noise-sensitive land uses to on-site construction equipment.

Mitigation Measure NO-3: Initiate a Noise Control Plan for Mitigation of Construction Noise during Evening/Nighttime Hours

A construction noise control plan will be prepared by the County or its contractor that describes the specific methods the contractor will use to minimize construction equipment noise levels at nearby residences. The plan will include provisions for giving advance notification of construction activity schedules to occupants of potentially affected buildings.

Prior to construction, the contractor will make a construction schedule available to residents living in the vicinity of the construction areas, and designate a noise disturbance coordinator. The coordinator will be responsible for responding to complaints regarding construction noise, will determine the cause of the complaint, and will ensure that reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the notification of the construction schedule.

In the event of complaints by affected residents due to on-site construction noise generated during evening/nighttime hours, the contractor will monitor noise levels intermittently (between 8:00 p.m. and 6:00 a.m.) at or near the residence of the person lodging the complaint. If measured construction noise at the monitor location during nighttime hours exceeds 55 dBA L_{eq} between the hours of 8:00 p.m. to 10:00 p.m. or 50 dBA L_{eq} during nighttime hours (10:00 p.m. to 6:00 a.m.), the construction contractor will implement sound-attenuating mitigation measures where site conditions allow, such as limitations on use of noise-generating equipment or installation of additional temporary barriers or enclosures.

If these measures are ineffective in reducing noise to the identified levels, or site conditions prohibit implementation of the measures, the affected residents will be offered short-term relocation assistance for the duration of the time that nighttime noise levels are expected to exceed the specified levels.

D.15 Energy

D.15.1 Avoidance, Minimization, and/or Mitigation Measures

Measures are not applicable.

D.15.2 CEQA Mitigation Measures

Measures are not applicable.

D.16 Natural Communities

D.16.1 Avoidance, Minimization, and/or Mitigation Measures

Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

The County and/or their contractor will install orange construction fencing between the construction area and adjacent sensitive biological resource areas. Sensitive biological resources that occur adjacent to the construction area that could be directly affected by the project include natural communities of special concern; fairy shrimp, valley elderberry longhorn beetle and western pond turtle habitats; nest sites of Swainson's hawk, yellow-breasted chat, tricolored blackbird, song sparrow, and other migratory birds; roosting bats; and protected trees to be avoided.

Barrier fencing around sensitive areas will be installed as one of the first orders of work and prior to equipment staging. Preliminary fencing locations are included in the draft project design drawings and labeled as Environmentally Sensitive Areas. The locations of the fencing will be updated or confirmed as part of final design, prior to construction. Before construction begins, the construction contractor will work with the project engineer and a resource specialist to identify the locations for the orange construction fencing, and will place stakes around the sensitive resource sites to indicate these locations. The protected areas will be designated as environmentally sensitive areas and clearly identified on the construction plans and described in the specifications. Barrier fencing will be installed before construction activities are initiated, maintained throughout the construction period, and removed after completion of construction.

Conduct Environmental Awareness Training for Construction Employees

The County or their contractor will retain a qualified biologist to conduct environmental awareness training for construction crews before project implementation. The awareness training will be provided to all construction personnel and will brief them on the need to avoid effects on sensitive biological resources (e.g., native trees, natural communities of special concern, and special-status species habitats in and adjacent to the construction area). The education program will include a brief review of the special-status species with the potential to occur in the BSA (including their life history, habitat requirements, and photographs of the species). The training will identify the portions of the BSA in which the species may occur, as well as their legal status and protection. The program also will cover the restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on these species during project implementation. This will include the steps to be taken if a sensitive species is found within the construction area (i.e., notifying the crew foreman, who will call a designated biologist). In addition, construction employees will be educated about the importance of controlling and preventing the spread of invasive plant infestations. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions will be provided to each crew member. The crew foreman will be responsible for ensuring that crew members adhere to the guidelines and

restrictions. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

The County or their contractor will retain a qualified biologist to monitor all construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, road construction) within or adjacent to environmentally sensitive areas (e.g., wetlands, streams, riparian vegetation, special-status species habitat, active bird nests, and adjacent areas within 250-feet or where indirect effects are possible). The purpose of the monitoring is to ensure that avoidance and minimization measures are properly implemented to protect sensitive biological resources and to ensure that the project complies with all applicable permit requirements and agency conditions of approval. The biologist will inspect the fencing around environmentally sensitive areas regularly and will communicate any issues to the resident engineer or construction foreman. The contractor will be responsible for maintaining the fence during construction and ensuring that no construction personnel, equipment, or runoff/sediment from the construction area enters environmentally sensitive areas. The monitor will complete daily logs, and a final monitoring report will be prepared at the end of each construction season that will be submitted to the County and other overseeing agencies (i.e., CDFW, USFWS, and USACE), as appropriate.

Protect Native Trees during Construction

This measure applies to all native oaks that have a diameter at breast height (dbh) of at least 6 inches, or if it has multiple trunks of less than 6 inches each, a combined dbh of at least 10 inches.

With the exception of the removed trees that will be compensated for through measures below, all native oak trees in the project area, all portions of adjacent off-site native oak trees that have driplines that extend onto the project area, and all off-site native oak trees that may be impacted by utility installation and/or improvements associated with this project, will be preserved and protected based on the County's tree mitigation measures as follow:

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs which make up the dripline does not change the protected area.
2. Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root system.
3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.
4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native trees.

5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.
6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.
7. If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of six inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a six-inch depth.
8. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.
9. No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.
10. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines".
11. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two (2) feet away from the base of the trunk. The only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
12. Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers in order to reduce impacts to the trees.
13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk. Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1 inch or more.

Compensate for the Permanent and Temporary Loss of Fremont Cottonwood-Oak Woodland

The County and/or Easton will compensate for the permanent loss of 2.97 acres and temporary loss of .19 acres of Fremont cottonwood-oak woodland at a minimum ratio of 1:1 (1 acre planted for every 1 acre permanently affected). The loss of most of the Fremont cottonwood-oak

woodland habitat in the project area, which is located near the intersection of Folsom Boulevard and Nimbus Road, has been previously mitigated as part of Phase 2 of the Easton Project (County of Sacramento 2008). Figures 2.16-2 and 2.16-3 show the areas of effect and the area that has been previously mitigated for Phase 2 of the Easton Project. For the proposed project, compensation would only be required for 0.90 acre of the direct impacts.

As part of the woodland mitigation, compensation may include either compensation for the woodland habitat at a minimum ratio or 1:1 as indicated above and/or compliance with Mitigation Measure BIO-17 and/or Mitigation Measure BIO-18.

Compensate for the Permanent and Temporary Loss of Valley Foothill Riparian Woodland

The County will compensate for the permanent and temporary loss of valley foothill riparian habitat (see Figures 2.16-2 and 2.16-3, Sheet 4) by planting a minimum of 0.06 acre of valley foothill riparian woodland species (a minimum ratio of 1:1 [1 acre planted for every 1 acre permanently and temporarily affected]) on-site or off-site and/or purchasing mitigation bank credits equivalent to a minimum of 0.06 acre of valley foothill riparian habitat.

On-site compensation will be used to the maximum extent practicable, but off-site compensation and/or purchase of mitigation bank credits may be needed to achieve no net loss of existing in-kind riparian habitat. Each of these options is discussed below.

- Riparian habitat restoration and/or enhancement on-site or off-site should occur in the same year construction is completed. For on-site or off-site plantings, the County will prepare a mitigation planting plan, including a species list and number of each species, planting locations, and maintenance requirements. Plantings will consist of cuttings taken from local plants or plants grown from local material. Planted species for the mitigation plantings will be similar to those in and adjacent to the project area and will include native species, such as white alder, Fremont cottonwood, valley oak, black walnut (*Juglans hindsii*), Oregon ash (*Fraxinus latifolia*), boxelder (*Acer negundo*), and black willow (*Salix gooddingii*). All plantings will be fitted with exclusion cages or other suitable protection from herbivory until plantings are established. Plantings will be irrigated for up to 3 years or until established. Plantings will be monitored annually for 3 years or as required in the project permits. If 75% of the plants survive at the end of the monitoring period, the revegetation will be considered successful. If the survival criterion is not met at the end of the monitoring period, planting and monitoring will be repeated after mortality causes have been identified and corrected.
- The County will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid. Replacement riparian habitat will include tree species that would support nesting Swainson's hawk (i.e., oak, cottonwood) and will occur within the range of nesting Swainson's hawk within the Sacramento Valley.

D.16.2 CEQA Mitigation Measures

Mitigation Measure BIO-1: Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-2: Conduct Environmental Awareness Training for Construction Employees

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-3: Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-7: Compensate for the Permanent and Temporary Loss of Valley Foothill Riparian Woodland

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-11: Compensate for the Permanent and Temporary Loss of Fremont Cottonwood-Oak Woodland

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-16: Protect Native Trees during Construction

The content of this mitigation measure is the same as the measure included in Section D.16.1

Mitigation Measure BIO-17: Compensate for the Loss of Protected Trees

Native trees that would be removed in the project area include valley oak, interior live oak, California black walnut, California sycamore, buckeye, and western redbud. Based on preliminary arborist survey data, the removal of up to approximately 1,846 inches DBH of native trees (including oaks, sycamore and walnut) will be compensated for by planting in-kind native trees equivalent to the DBH inches lost, based on the ratios listed below. Buckeye and western redbud will be compensated by planting one individual for each individual removed. Willows and cottonwoods will be replaced based on the loss of canopy and are included in Mitigation Measure BIO-18 along with the non-native trees. Final compensation amounts will be determined based on final design, and mitigation requirements will be adjusted to compensate the actual amount removed or encroached upon over 50 percent of the dripline radius.

Equivalent compensation based on the following ratio is required:

- one 15-gallon tree = 1 inch DBH
- one 24-inch box tree = 2 inches DBH
- one 36-inch box tree = 3 inches DBH

A Replacement Tree Planting Plan will be prepared by a certified arborist or licensed landscape architect and will be submitted to the Environmental Coordinator for approval. The Replacement Tree Planting Plan(s) will include the following minimum elements:

- Species, size and locations of all replacement plantings and < 6-inch DBH trees to be preserved
- Method of irrigation
- If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot-deep boring hole to provide for adequate drainage
- Planting, irrigation, and maintenance schedules;
- Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement trees that do not survive during that period.

No replacement tree will be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees will be 20 feet on-center.

If tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation will be through payment into the County Tree Preservation Fund. Payment will be made at a rate of $325.00 per DBH inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.

Mitigation Measure BIO-18: Replace Loss of Tree Canopy

Removal of non-native tree canopy for the selected alternative shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Preference is given to on-site mitigation, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation’s Greenprint program in an amount proportional to the tree canopy lost (as determined by the 15-year shade cover calculations for tree species to be planted through the funding, with the cos to be determined by the Sacramento County Tree Foundation).

D.17 Wetlands and Other Waters

D.17.1 Avoidance, Minimization, and/or Mitigation Measures

Implement Best Management Practices to Control Runoff and Discharge of Pollutants During Project Construction and Operation and Follow Requirements of Permitting Agencies and the Stormwater Quality Design Manual

As part of the final design process prior to the project construction, the project engineers will develop and incorporate design features or BMPs into the project design. The features selected will comply with the Sacramento County SQIP and the Sacramento Region SQDM for project areas outside of Caltrans ROW, and Caltrans SWMP and Standard Specifications for project areas within Caltrans ROW. The features will be designed to meet all applicable water quality objectives for surface waters and groundwater contained in the Basin Plan.

For project areas outside of Caltrans ROW, the project engineers will follow the guidance in the SQDM including selecting measures from SQDM Table 3-3, Stormwater Quality Control Measure Selection Matrix, for street/road projects with new impervious areas larger than 5 acres. Measures that could be selected and implemented include source control, hydromodification control, treatment control, and low impact development measures such as vegetated swales, water quality detention basins, and bioretention planters.

The project engineers and construction contractor will ensure compliance with the requirements of Caltrans and County NPDES MS4 permits to control stormwater and non-stormwater discharges associated with project construction activities and discharges within the jurisdiction of each permit. Temporary diversion systems and dewatering operations will be implemented, as appropriate. The controls required by all applicable permits will be implemented to reduce the discharge of pollutants in stormwater discharges to the maximum extent possible, including management practices, control techniques, system design and engineering methods, and other measures as appropriate.

The project engineers and the construction contractor will also ensure that the requirements of the County SQIP will be followed to reduce the discharge of pollutants to the MS4. The project engineers and construction contractor will also ensure construction activities and project implementation with Section 401 (Water Quality Certification) from the Central Valley Regional Water Quality Control Board and the Section 404 Permit from the Sacramento District USACE.

Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

Please see Section D.16.1 for the description of this measure.

Conduct Environmental Awareness Training for Construction Employees

Please see Section D.16.1 for the description of this measure.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

Please see Section D.16.1 for the description of this measure.

Compensate for Loss of Wetlands and Non-Wetland Waters of the United States/Waters of the State

The County will compensate for the permanent fill of waters of the United States/waters of the State (a direct impact associated with roadway and interchange construction) in two wetland habitat types, emergent wetland and seasonal wetland, and in two non-wetland waters type, perennial drainage and ephemeral drainage. The minimum wetland compensation ratio to ensure no net loss of wetland or drainage functions and values will be 1:1 (1 acre of habitat credit for every 1 acre of permanent impact). The final compensation ratio will be approved by USACE. The County will compensate for permanent loss of wetlands and non-wetland waters through one or more of the following mitigation options:

- Purchase habitat credits from a USACE-approved mitigation bank with service areas for Sacramento County, such as the Cosumnes Floodplain Mitigation Bank or Elsie Gridley Mitigation Bank, and provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be according to the fee schedule that is in effect at the time the fee is paid. The mitigation will be approved by USACE and may be modified during the permitting process.
- Pay into the National Fish and Wildlife Foundation Sacramento District In-Lieu Fee Program.

Temporarily disturbed wetlands and non-wetland waters will be returned to preconstruction condition following construction. The County also will implement the conditions and requirements of State and Federal permits that will be obtained for the proposed project.

D.17.2 CEQA Mitigation Measures

Mitigation Measure BIO-1: Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-2: Conduct Environmental Awareness Training for Construction Employees

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-3: Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-8: Compensate for Loss of Wetlands and Non-Wetland Waters of the United States/Waters of the State

The content of this mitigation measure is the same as the measure included in Section D.17.1.

D.18 Plant Species

D.18.1 Avoidance, Minimization, and/or Mitigation Measures

Measures are not applicable.

D.18.2 CEQA Mitigation Measures

Measures are not applicable.

D.19 Animal Species

D.19.1 Avoidance, Minimization, and/or Mitigation Measures

Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

Please see Section D.16.1 for the description of this measure.

Conduct Environmental Awareness Training for Construction Employees

Please see Section D.16.1 for the description of this measure.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

Please see Section D.16.1 for the description of this measure.

Design and Implement Water Conveyance Systems that Maintain Hydrology of and Prevent Contaminants from Entering Suitable Vernal Pool Branchiopod Habitat

Concentrated flow conveyance systems identified for the proposed project may include roadside ditches, biofiltration swales, curb and gutters, dikes, overside drains, and culverts. Water conveyance systems surrounding suitable vernal pool branchiopod habitat in the project area will be evaluated, designed, and installed to maintain the existing hydrology of the four potential seasonal wetlands (see Figure 2.16-1, Sheet 2) that provide potential habitat for vernal pool branchiopods.

Compensate for the Permanent and Temporary Loss of Valley Foothill Riparian Woodland

Please see Section D.16.1 for the description of this measure.

Compensate for Loss of Wetlands and Non-Wetland Waters of the United States/Waters of the State

Please see Section D.17.1 for the description of this measure.

Conduct Preconstruction Surveys for Western Pond Turtle and Monitor Initial In-Water Work

To avoid potential injury or mortality of western pond turtles, the County will retain a qualified wildlife biologist who is CDFW-approved to capture and relocate turtles. The biologist will conduct a preconstruction survey for western pond turtles within 24 hours of the start of construction and will survey Alder Creek and the adjacent riparian and ruderal habitat within the construction area. If in-water work does not start immediately, the biologist will return to the construction site immediately prior to the start of in-water work (i.e., dewatering, vegetation removal, or any other activities in the creek) to conduct another preconstruction survey. The biologist will remain on-site until initial in-water work is complete. If a turtle becomes trapped during initial in-water work, the biologist will relocate the individual to suitable aquatic habitat upstream of the construction area (the area downstream of the construction area is not accessible because of US 50). For the remainder of construction, the biologist will remain on-call in case a turtle is discovered. The construction crew will be instructed to notify the crew foreman, who will contact the biologist if a turtle is found trapped within the construction area. Work in the area where the turtle is trapped will stop until the biologist arrives and removes and relocates the turtle. The biologist will report their activities to the County and CDFW within 1 day of relocating any turtle.

Restore Temporarily Disturbed Ruderal Habitat

Upon project completion, the County will restore all temporarily disturbed ruderal habitat (1.92 acres under all alternatives) to pre-project or better conditions. To the extent feasible, native grasses and forbs will be used to reseed disturbed areas.

Compensate for the Permanent and Temporary Loss of Fremont Cottonwood-Oak Woodland

Please see Section D.16.1 for the description of this measure.

Conduct Vegetation Removal during the Non-Breeding Season of Nesting Migratory Birds

To the maximum extent feasible, vegetation removal (trees, shrubs, and ground vegetation) will occur during the non-breeding season for most migratory birds (generally between September 16 and January 31). This timing is highly preferable because if an active nest is found during preconstruction surveys in a tree (or other vegetation) that would be removed by project construction, the tree (or other vegetation) cannot be removed until the end of the nesting season,

which could delay construction. If vegetation cannot be removed between October and January, or if ground cover re-establishes in areas where vegetation has been removed, the affected area must be surveyed for nesting birds, as discussed in the following measures: *Conduct Focused Surveys for Nesting Swainson's Hawk and White-Tailed Kite Prior to Construction and Implement Protective Measures during Construction,* and *Conduct Preconstruction Surveys for Nesting Migratory Birds.* To minimize potential impacts on roosting bats, tree trimming and removal should be conducted from September 1 through October 15 (see the measure: *Identify Suitable Roosting Habitat for Bats and Implement Avoidance and Protective Measures*). Tree trimming and removal during this timeframe would avoid or minimize impacts on nesting birds and roosting bats.

Conduct Focused Surveys for Nesting Swainson's Hawk and White-Tailed Kite Prior to Construction

If construction, grading, or project-related improvements are to commence between March 1 and September 15, a focused survey for Swainson's hawk and white-tailed kite nests on the site and within 0.25 mile of the site will be conducted by a qualified biologist no later than 30 days prior to the start of construction work (including clearing and grubbing). If active nests are found, CDFW will be contacted to determine appropriate protective measures, and these measures will be implemented prior to the start of any ground-disturbing activities. If no active nests are found during the focused survey, nothing further will be required.

Conduct Preconstruction Surveys for Nesting Migratory Birds

If construction activities, including vegetation removal, would occur during the breeding season (generally February 1 through September 15), the County will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys 15 days or less before the start of construction. Surveys will include a search of all trees and shrubs, marsh, wetland, and ruderal vegetation that provide suitable nesting habitat in the project area. If no active nests are detected during these surveys, no additional measures are required.

If an active nest is found in the survey area, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the site until the end of the breeding season (September 15) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFW and will depend on the level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.

Identify Suitable Roosting Habitat for Bats and Implement Avoidance and Protective Measures

To minimize potential impacts on tree-roosting bats, tree trimming and removal should be conducted between September 1 and October 15, which corresponds to a time period when bats have not yet entered torpor or be caring for nonvolant (non-flying) young. Trimming or removing trees during this timeframe would also avoid impacts on nesting birds.

If tree removal or trimming cannot be conducted between September 1 and October 15, qualified biologists will examine trees for suitable bat roosting habitat before tree removal or trimming. High-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch) will be identified and the area around these features searched for bats and bat signs (e.g., guano, culled insect parts, staining). Riparian woodland and stands of mature broadleaf trees are considered potential habitat for solitary foliage-roosting bat species. Because signs of bat use are not easily found, and trees cannot be completely surveyed for bat roosts, the protective measures listed below will be implemented for trees containing high-quality habitat features.

- Removal or disturbance of trees providing bat roosting habitat will be avoided between April 1 and August 31 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).
- If a maternity roost is found, whether solitary or colonial, that roost will remain undisturbed until September 1 or until a qualified biologist has determined the roost is no longer active.
- Qualified biologists will monitor tree trimming/removal of the habitat. Trees should be trimmed or removed over two consecutive days. The first day (in the afternoon), limbs and branches should be removed by a tree cutter using chainsaws only. Limbs with cavities, crevices or deep bark fissures should be avoided, and only branches or limbs without those features should be removed. On the second day, the entire tree should be removed. Biologists should search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW. The biologist will prepare a biological monitoring report, which will be provided to the County and CDFW.

D.19.2 CEQA Mitigation Measures

Mitigation Measure BIO-1: Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-2: Conduct Environmental Awareness Training for Construction Employees

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-3: Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-4: Design and Implement Water Conveyance Systems that Maintain Hydrology of and Prevent Contaminants from Entering Suitable Vernal Pool Branchiopod Habitat

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-7: Compensate for the Permanent and Temporary Loss of Valley Foothill Riparian Woodland

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-8: Compensate for Loss of Wetlands and Non-Wetland Waters of the United States/Waters of the State

The content of this mitigation measure is the same as the measure included in Section D.17.1.

Mitigation Measure BIO-9: Conduct Preconstruction Surveys for Western Pond Turtle and Monitor Initial In-Water Work

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-10 Restore Temporarily Disturbed Ruderal Habitat

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-11: Compensate for the Permanent and Temporary Loss of Fremont Cottonwood-Oak Woodland

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-12: Conduct Vegetation Removal during the Non-Breeding Season of Nesting Migratory Birds

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-13: Conduct Focused Surveys for Nesting Swainson's Hawk and White-Tailed Kite Prior to Construction

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-14: Conduct Preconstruction Surveys for Nesting Migratory Birds

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-15: Identify Suitable Roosting Habitat for Bats and Implement Avoidance and Protective Measures

The content of this mitigation measure is the same as the measure included in Section D.19.1.

D.20 Threatened & Endangered Species

D.20.1 Avoidance, Minimization, and/or Mitigation Measures

Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

Please see Section D.16.1 for the description of this measure.

Conduct Environmental Awareness Training for Construction Employees

Please see Section D.16.1 for the description of this measure.

Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

Please see Section D.16.1 for the description of this measure.

Design and Implement Water Conveyance Systems that Maintain Hydrology of and Prevent Contaminant from Entering Suitable Vernal Pool Branchiopod Habitat

Please see Section D.19.1 for the description of this measure.

Fence Elderberry Shrubs to be Protected

Elderberry shrubs/clusters within 165 feet of the construction area that will not be removed will be protected during construction. A qualified biologist (i.e., with elderberry/valley elderberry longhorn beetle experience) will mark the elderberry shrubs and clusters that will be protected during construction. Orange construction barrier fencing will be placed at the edge of the buffer areas established for each shrub or cluster. The buffer area distances will be proposed by the biologist and approved by USFWS. No construction activities will be permitted in the buffer zone other than those activities necessary to erect the fencing. Signs will be posted along fencing for the duration of construction and will contain the following information.

> This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.

Temporary fences around the elderberry shrubs will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and later removed, as shown on the

plans, as specified in the special provisions, and as directed by the resident engineer. Temporary fencing will be 4 feet high, commercial-quality woven polypropylene, and orange in color.

Buffer area fences around elderberry shrubs will be inspected periodically by a qualified biologist until project construction is complete or until the fences are removed, as approved by the biological monitor and the resident engineer. The contractor will be responsible for maintaining the buffer area fences around elderberry shrubs throughout construction. Biological inspection reports will be provided to the County and USFWS.

Compensate for Direct Effects on Valley Elderberry Longhorn Beetle and its Habitat

Before construction begins, the County will compensate for direct effects on valley elderberry longhorn beetle by transplanting shrubs that cannot be avoided to a USFWS-approved conservation bank. The County will also purchase credits at the approved conservation bank in accordance with ratios shown in Table 2.20-9 for the alternative selected. Compensation ratios shown are for shrub-level impact compensation (U.S. Fish and Wildlife Service 2017).

Table 2.20-9. Compensation for Direct Effects on Elderberry Shrubs by Alternative

Alternative	Number of Elderberry Shrubs Effected	Compensation Ratio (Non-Riparian)	Number of Conservation Credits Required
1	3	1:1	3
1A	3	1:1	3
2	4	1:1	4

The relocation of the elderberry shrubs will be conducted according to USFWS-approved procedures outlined in the *Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* (U.S. Fish and Wildlife Service 2017). Elderberry shrubs within the project construction area that cannot be avoided will be transplanted during the plant's dormant phase (November through the first 2 weeks of February). A qualified biological monitor will remain on-site while the shrubs are being transplanted.

Compensate for the Permanent and Temporary Loss of Fremont Cottonwood-Oak Woodland

Please see Section D.16.1 for the description of this measure.

Compensate for the Permanent and Temporary Loss of Valley Foothill Riparian Woodland

Please see Section D.16.1 for the description of this measure.

Restore Temporarily Disturbed Ruderal Habitat

Please see Section D.19.1 for the description of this measure.

Conduct Vegetation Removal during the Non-Breeding Season of Nesting Migratory Birds

Please see Section D.19.1 for the description of this measure.

Conduct Focused Surveys for Nesting Swainson's Hawk and White-Tailed Kite Prior to Construction

Please see Section D.19.1 for the description of this measure.

Conduct Preconstruction Surveys for Nesting Migratory Birds

Please see Section D.19.1 for the description of this measure.

Compensate for Loss of Wetlands and Non-Wetland Waters of the United States/Waters of the State

Please see Section D.17.1 for the description of this measure.

D.20.2 CEQA Mitigation Measures

Mitigation Measure BIO-1: Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-2: Conduct Environmental Awareness Training for Construction Employees

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-3: Retain a Qualified Biologist to Conduct Monitoring during Construction in Sensitive Habitats

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-4: Design and Implement Water Conveyance Systems that Maintain Hydrology of and Prevent Contaminants from Entering Suitable Vernal Pool Branchiopod Habitat

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-5: Fence Elderberry Shrubs to be Protected

The content of this mitigation measure is the same as the measure included in Section D.20.1.

Mitigation Measure BIO-6: Compensate for Direct Effects on Valley Elderberry Longhorn Beetle and its Habitat

The content of this mitigation measure is the same as the measure included in Section D.20.1.

Mitigation Measure BIO-7: Compensate for the Permanent and Temporary Loss of Valley Foothill Riparian Woodland

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-10 Restore Temporarily Disturbed Ruderal Habitat

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-11: Compensate for the Permanent and Temporary Loss of Fremont Cottonwood-Oak Woodland

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Mitigation Measure BIO-12: Conduct Vegetation Removal during the Non-Breeding Season of Nesting Migratory Birds

The content of this mitigation measure is the same as the measure included in Section D.19.1.

Mitigation Measure BIO-13: Conduct Focused Surveys for Nesting Swainson's Hawk and White-Tailed Kite Prior to Construction

The content of this mitigation measure is the same as the measure included in Section D.19.1.

D.21 Invasive Species

D.21.1 Avoidance, Minimization, and/or Mitigation Measures

Conduct Environmental Awareness Training for Construction Employees

Please see Section D.16.1 for the description of this measure.

Avoid and Minimize the Spread of Invasive Plant Species during Project Construction

The County will require its contractor to avoid and minimize the introduction of new invasive plants and the spread of invasive plants previously documented in the project area. BMPs that may be used, though not limited to, include the following.

- Retain all fill material onsite to prevent the spread of invasive plants to uninfested areas.
- Use a weed-free source for project materials (e.g., straw wattles for erosion control that are weed-free or contain less than 1% weed seed).
- Prevent invasive plant contamination of project materials during transport and when stockpiling (e.g., by covering soil stockpiles with a heavy-duty, contractor-grade tarpaulin).
- Use sterile wheatgrass seed and native plant stock during revegetation.

- Revegetate or mulch disturbed soils within 30 days of completion of ground-disturbing activities to reduce the likelihood of invasive plant establishment.

The goal for implementation of these BMPs is to minimize the disturbance and transport of soil and vegetation to the greatest extent feasible to complete the work. Detailed information about implementing these BMPs is available in the Cal-IPC publication *Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors* (California Invasive Plant Council 2012).

D.21.2 CEQA Mitigation Measures

Mitigation Measure BIO-2: Conduct Environmental Awareness Training for Construction Employees

The content of this mitigation measure is the same as the measure included in Section D.16.1.

Appendix E Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

Appendix E Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

The following is from the FHWA memorandum *Updated Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA - Appendix C* (Federal Highway Administration 2016).

CEQ Provisions Covering Incomplete or Unavailable Information (40 CFR 1502.22)

Sec. 1502.22 INCOMPETE OR UNAVAILABLE INFORMATION

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

(a) If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.

(b) If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:

1. a statement that such information is incomplete or unavailable;
2. a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment;
3. a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment; and
4. the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts that have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.

(c) The amended regulation will be applicable to all environmental impact statements for which a Notice to Intent (40 CFR 1508.22) is published in the Federal Register on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in mobile source air toxic (MSAT) emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and

speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, https://www.epa.gov/iris). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (EPA IRIS

database, Diesel Engine Exhaust, Section II.C. https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642.htm#quainhal)."

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable (https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in this Appendix (reflecting any local and project-specific circumstances), should be included regarding incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff, Victoria Martinez (787) 771-2524, James Gavin (202) 366-1473, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

Source:

Federal Highway Administration. 2016. *Updated Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA.* Appendix C. December 6. Available at: <https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/page03.cfm>. Accessed: August 7, 2019.

Appendix F Traffic Noise Modeling Results at Receivers

Receptor #	Location	Land Use	General Plan Compatibility standard	Existing (2015) Noise Level L_{dn}	Existing Noise Level Exceeds Standard?	Existing (2015) plus Project Noise Level L_{dn}	Project Incremental Increase (Existing plus Project minus Existing No-build)	Allowable Increase from Existing No-Build (from Noise Element)	Increase Exceeds Allowable Increment?	Significant Impact (Noise Element)?		Horizon Year (2042) No-Build Noise Level L_{dn}	Horizon Year (2042) Build Noise Level L_{dn}	Horizon Year Plus Project Exceeds Standard?	Project Increment (2042 plus Project minus 2042 No-Build)	Allowable increase from 2042 No Build (from Noise Element)	Increase Exceeds Allowable Increment?	Significant Impact (Noise Element)?
R01	Nimbus Dam Recreation Area	Park	70	77	**Yes**	78	1	1.5	No	No		78	78	**Yes**	0	1.5	No	No
R02	Nimbus Dam Recreation Area	Park	70	78	**Yes**	79	1	1.5	No	No		79	79	**Yes**	0	1.5	No	No
R03	Nimbus Dam Recreation Area	Park	70	62	No	63	1	3	No	No		64	63	No	-1	3	No	No
R04	Sacramento State Aquatic Center	Recreation	70	59	No	59	0	5	No	No		61	61	No	0	3	No	No
R05	Tributary Point Drive	Commercial	--	68	No	68	0	--	No	No		69	69	--	--	--	No	No
R06	Tributary Point Drive	Hotel	65	67	**Yes**	67	0	1.5	No	No		68	68	**Yes**	0	1.5	No	No
R07	Tributary Point Drive	Commercial	--	67	No	67	0	--	No	No		68	68	--	--	--	No	No
R08	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	62	No	62	0	3	No	No		64	64	No	0	3	No	No
R09	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	65	No	65	0	3	No	No		66	66	**Yes**	0	1.5	No	No
R10	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	58	No	58	0	5	No	No		59	59	No	0	5	No	No
R11	Folsom Boulevard	Commercial	--	78	No	78	0	--	--	No		80	80	--	--	--	No	No
R12	Folsom Boulevard	Hotel	65	67	**Yes**	63	-4	1.5	No	No		68	64	No	-4	1.5	No	No
R13	Folsom Boulevard	Commercial	--	72	No	70	-2	--	--	No		73	71	--	--	--	No	No
R14	Folsom Boulevard	Commercial	--	71	No	71	0	--	--	No		72	71	--	--	--	No	No
R15	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	65	No	62	-3	3	No	No		66	63	No	-3	1.5	No	No
R16	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	66	-9	1.5	No	No		77	67	**Yes**	-10	1.5	No	No
R17	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	67	-8	1.5	No	No		77	68	**Yes**	-9	1.5	No	No
R18	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	69	-6	1.5	No	No		77	70	**Yes**	-7	1.5	No	No
R19	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	64	No	62	-2	3	No	No		66	63	No	-3	1.5	No	No
R20	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	59	No	60	1	5	No	No		60	61	No	1	3	No	No
R21	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	62	No	62	0	3	No	No		63	63	No	0	3	No	No
R22	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	61	No	62	1	3	No	No		61	62	No	1	3	No	No
R23	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	72	**Yes**	69	-3	1.5	No	No		73	70	**Yes**	-3	1.5	No	No
R24	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	71	**Yes**	69	-2	1.5	No	No		73	70	**Yes**	-3	1.5	No	No
R25	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	79	**Yes**	80	1	1.5	No	No		81	81	**Yes**	0	1.5	No	No
R26	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	76	**Yes**	76	0	1.5	No	No		78	77	**Yes**	-1	1.5	No	No
R27	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	67	**Yes**	66	-1	1.5	No	No		68	66	**Yes**	-2	1.5	No	No
R28	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	66	**Yes**	64	-2	1.5	No	No		67	65	No	-2	1.5	No	No
R29	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	62	No	63	1	3	No	No		62	62	No	0	3	No	No
R30	Folsom Boulevard	Commercial	--	79	No	80	1	--	--	No		81	81	--	--	--	No	No
R31	Folsom Boulevard	Commercial	--	78	No	79	1	--	--	No		80	80	--	--	--	No	No
R32	Folsom Boulevard	Commercial	--	77	No	78	1	--	--	No		79	79	--	--	--	No	No
ST-1	Folsom Boulevard	Commercial	--	80	No	81	1	--	--	No		81	82	--	--	--	No	No
ST-2	Folsom Boulevard	Commercial	--	75	No	67	-8	--	--	No		77	69	--	--	--	No	No
ST-3	Folsom Boulevard	Hotel	65	78	**Yes**	71	-7	1.5	No	No		79	74	**Yes**	-5	1.5	No	No
ST-4	Tributary Point Drive	Commercial	--	77	No	76	-1	--	--	No		77	77	--	--	--	No	No
ST-5	Nimbus Dam Recreation Area	Park	70	79	**Yes**	79	0	1.5	No	No		80	80	**Yes**	0	1.5	No	No

Receptor #	Location	Land Use	General Plan Compatibility standard	Existing (2015) Noise Level L_{dn}	Existing Noise Level Exceeds Standard	Existing (2015) plus Project Noise Level L_{dn}	Project Incremental Increase (Existing plus Project minus Existing No-build)	Allowable Increase from Existing No-Build (from Noise Element)	Increase Exceeds Allowable Increment?	Significant Impact (Noise Element)?		Horizon Year (2042) No-Build Noise Level L_{dn}	Horizon Year (2042) Build Noise Level L_{dn}	Horizon Year Plus Project Exceeds Standard?	Project Increment (2042 plus Project minus 2042 No-Build)	Allowable increase from 2042 No Build (from Noise Element)	Increase Exceeds Allowable Increment?	Significant Impact (Noise Element)?
R01	Nimbus Dam Recreation Area	Park	70	77	**Yes**	78	1	1.5	No	No		78	78	**Yes**	0	1.5	No	No
R02	Nimbus Dam Recreation Area	Park	70	78	**Yes**	79	1	1.5	No	No		79	79	**Yes**	0	1.5	No	No
R03	Nimbus Dam Recreation Area	Park	70	62	No	62	0	3	No	No		64	63	No	-1	3	No	No
R04	Sacramento State Aquatic Center	Recreation	70	59	No	59	0	5	No	No		61	61	No	0	3	No	No
R05	Tributary Point Drive	Commercial	--	68	No	68	0	--	--	No		69	69	--	--	--	No	No
R06	Tributary Point Drive	Hotel	65	67	**Yes**	67	0	1.5	No	No		68	68	**Yes**	0	1.5	No	No
R07	Tributary Point Drive	Commercial	--	67	No	67	0	--	--	No		68	68	--	--	--	No	No
R08	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	62	No	62	0	3	No	No		64	64	No	0	3	No	No
R09	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	65	No	65	0	3	No	No		66	66	**Yes**	0	1.5	No	No
R10	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	58	No	58	0	5	No	No		59	59	No	0	5	No	No
R11	Folsom Boulevard	Commercial	--	78	No	78	0	--	--	No		80	80	--	--	--	No	No
R12	Folsom Boulevard	Hotel	65	67	**Yes**	65	-2	1.5	No	No		68	66	**Yes**	-2	1.5	No	No
R13	Folsom Boulevard	Commercial	--	72	No	70	-2	--	--	No		73	71	--	--	--	No	No
R14	Folsom Boulevard	Commercial	--	71	No	71	0	--	--	No		72	72	--	--	--	No	No
R15	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	65	No	66	1	3	No	No		66	67	**Yes**	1	1.5	No	No
R16	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	**76**	1	1.5	No	No		77	77	**Yes**	0	1.5	No	No
R17	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	75	0	1.5	No	No		77	77	**Yes**	0	1.5	No	No
R18	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	**76**	1	1.5	No	No		77	77	**Yes**	0	1.5	No	No
R19	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	64	No	65	1	3	No	No		66	66	**Yes**	0	1.5	No	No
R20	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	59	No	60	1	5	No	No		60	61	No	1	3	No	No
R21	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	62	No	64	2	3	No	No		63	65	No	2	3	No	No
R22	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	61	No	62	1	3	No	No		61	63	No	2	3	No	No
R23	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	72	**Yes**	70	-2	1.5	No	No		73	71	**Yes**	-2	1.5	No	No
R24	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	71	**Yes**	69	-2	1.5	No	No		73	70	**Yes**	-3	1.5	No	No
R25	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	**79**	**Yes**	**80**	1	1.5	No	No		81	81	**Yes**	0	1.5	No	No
R26	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	**76**	**Yes**	75	-1	1.5	No	No		78	76	**Yes**	-2	1.5	No	No
R27	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	67	**Yes**	66	-1	1.5	No	No		68	67	**Yes**	-1	1.5	No	No
R28	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	66	**Yes**	64	-2	1.5	No	No		67	65	No	-2	1.5	No	No
R29	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	62	No	62	0	3	No	No		62	62	No	0	3	No	No
R30	Folsom Boulevard	Commercial	--	79	No	80	--	--	--	No		81	81	--	--	--	No	No
R31	Folsom Boulevard	Commercial	--	78	No	79	--	--	--	No		80	80	--	--	--	No	No
R32	Folsom Boulevard	Commercial	--	77	No	78	--	--	--	No		79	79	--	--	--	No	No
ST-1	Folsom Boulevard	Commercial	--	80	No	81	--	--	--	No		81	82	--	--	--	No	No
ST-2	Folsom Boulevard	Commercial	--	75	No	77	--	--	--	No		77	78	--	--	--	No	No
ST-3	Folsom Boulevard	Hotel	65	**78**	**Yes**	73	-5	1.5	No	No		79	75	**Yes**	-4	1.5	No	No
ST-4	Tributary Point Drive	Commercial	--	77	No	76	--	--	--	No		77	78	--	--	--	No	No
ST-5	Nimbus Dam Recreation Area	Park	70	79	**Yes**	79	0	1.5	No	No		80	80	**Yes**	0	1.5	No	No

Receptor #	Location	Land Use	General Plan Compatibility standard	Existing (2015) Noise Level L_{dn}	Existing Noise Level Exceeds Standard	Existing (2015) plus Project Noise Level L_{dn}	Project Incremental Increase (Existing plus Project minus Existing No-build)	Allowable Increase from Existing No-Build (from Noise Element)	Increase Exceeds Allowable Increment?	Significant Impact (Noise Element)?		Horizon Year (2042) No-Build Noise Level L_{dn}	Horizon Year (2042) Build Noise Level L_{dn}	Horizon Year Plus Project Exceeds Standard?	Project Increment (2042 plus Project minus 2042 No-Build)	Allowable increase from 2042 No Build (from Noise Element)	Increase Exceeds Allowable Increment?	Significant Impact (Noise Element)?
R01	Nimbus Dam Recreation Area	Park	70	**77**	**Yes**	**78**	1	1.5	No	No		78	78	**Yes**	0	1.5	No	No
R02	Nimbus Dam Recreation Area	Park	70	**78**	**Yes**	**79**	1	1.5	No	No		79	79	**Yes**	0	1.5	No	No
R03	Nimbus Dam Recreation Area	Park	70	62	No	62	0	3	No	No		64	63	No	-1	3	No	No
R04	Sacramento State Aquatic Center	Recreation	70	59	No	59	0	5	No	No		61	60	No	-1	3	No	No
R05	Tributary Point Drive	Commercial	--	68	No	68	0	--	No	No		69	69	--	--	--	No	No
R06	Tributary Point Drive	Hotel	65	67	**Yes**	67	0	1.5	No	No		68	68	**Yes**	0	1.5	No	No
R07	Tributary Point Drive	Commercial	--	67	No	67	0	--	No	No		68	67	--	--	--	No	No
R08	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	62	No	62	0	3	No	No		64	63	No	-1	3	No	No
R09	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	65	No	65	0	3	No	No		66	66	**Yes**	0	1.5	No	No
R10	Cobble Oaks Apartments, Tributary Point Drive	Residential	65	58	No	58	0	5	No	No		59	59	No	0	5	No	No
R11	Folsom Boulevard	Commercial	--	78	No	78	0	--	No	No		80	80	--	--	--	No	No
R12	Folsom Boulevard	Hotel	65	67	**Yes**	65	-2	1.5	No	No		68	66	**Yes**	-2	1.5	No	No
R13	Folsom Boulevard	Commercial	--	72	No	71	-1	--	No	No		73	73	--	--	--	No	No
R14	Folsom Boulevard	Commercial	--	71	No	71	0	--	No	No		72	71	--	--	--	No	No
R15	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	65	No	64	-1	3	No	No		66	64	No	-2	1.5	No	No
R16	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	70	-5	1.5	No	No		77	71	**Yes**	-6	1.5	No	No
R17	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	72	-3	1.5	No	No		77	73	**Yes**	-4	1.5	No	No
R18	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	75	**Yes**	74	-1	1.5	No	No		77	75	**Yes**	-2	1.5	No	No
R19	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	64	No	64	0	3	No	No		66	65	No	-1	1.5	No	No
R20	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	59	No	61	2	5	No	No		60	62	No	2	3	No	No
R21	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	62	No	63	1	3	No	No		63	63	No	0	3	No	No
R22	Twilight RV and Mobile Home Park, Folsom Boulevard	Residential	65	61	No	62	1	3	No	No		61	62	No	1	3	No	No
R23	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	72	**Yes**	72	0	1.5	No	No		73	73	**Yes**	0	1.5	No	No
R24	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	71	**Yes**	71	0	1.5	No	No		73	72	**Yes**	-1	1.5	No	No
R25	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	**79**	**Yes**	**80**	1	1.5	No	No		81	81	**Yes**	0	1.5	No	No
R26	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	**76**	**Yes**	**77**	1	1.5	No	No		78	79	**Yes**	1	1.5	No	No
R27	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	67	**Yes**	70	3	1.5	**Yes**	**Yes**		68	71	**Yes**	**3**	1.5	**Yes**	**Yes**
R28	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	66	**Yes**	66	0	1.5	No	No		67	67	**Yes**	0	1.5	No	No
R29	Oak Brook Apt Homes, Folsom Boulevard	Residential	65	62	No	62	0	3	No	No		62	61	No	-1	3	No	No
R30	Folsom Boulevard	Commercial	--	79	No	80	--	--	No	No		81	81	--	--	--	No	No
R31	Folsom Boulevard	Commercial	--	78	No	79	--	--	No	No		80	80	--	--	--	No	No
R32	Folsom Boulevard	Commercial	--	77	No	78	--	--	No	No		79	79	--	--	--	No	No
ST-1	Folsom Boulevard	Commercial	--	80	No	81	--	--	No	No		81	82	--	--	--	No	No
ST-2	Folsom Boulevard	Commercial	--	75	No	--	--	--	No	No		77	n/a	--	--	--	No	No
ST-3	Folsom Boulevard	Hotel	65	**78**	**Yes**	72	-6	1.5	No	No		79	74	**Yes**	-5	1.5	No	No
ST-4	Tributary Point Drive	Commercial	--	77	No	76	--	--	No	No		77	78	--	--	--	No	No
ST-5	Nimbus Dam Recreation Area	Park	70	79	**Yes**	**79**	0	1.5	No	No		80	80	**Yes**	0	1.5	No	No

Appendix G Agency Letters

Index

Notice of Preparation

Letters Received in Response to Notice of Preparation

Species Lists

USACE Preliminary Jurisdictional Determination

Native American Consultation

Historical Society Correspondence

Project Level Conformity Group Interagency Consultation

Notice of Preparation

Department of
Community Development
Lori A. Moss, Director

Divisions
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

DEPARTMENT OF COMMUNITY DEVELOPMENT
Planning and Environmental Review Division
NOTICE OF PREPARATION

JANUARY 29, 2016

TO: ALL INTERESTED PARTIES

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT (CONTROL NUMBER 2011-70062)

Comment Period Begins **February 1, 2016**
Comments Accepted Through **March 4, 2016**

Agency Scoping Meeting
March 3, 2016, 2:00 PM to 4:00 PM
1400 10th Street
Governor's Office of Planning and Research, Large Conference Room 202
Sacramento, CA 95814

Sacramento County will be the CEQA Lead Agency and Caltrans will be the NEPA Lead Agency for preparation of an Environmental Assessment/Environmental Impact Report (EA/EIR) for a project known as HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT. This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at: http://www.PER.saccounty.net

A scoping meeting will be held for public agencies to provide input on the scope and content of the EA/EIR. The scoping meeting will be directed towards government agencies on **March 3, 2016,** from 2:00 p.m. to 4:00 p.m., at 1400 10th Street, Sacramento, CA 95814, Governor's Office of Planning and Research, Large Conference Room 202.

Future meetings will be tailored towards information and input with the general public. Please respond to the address provided below if you would like to be notified of future public meetings related to the Hazel/U.S. 50 Interchange Project.

Please send your Agency's response to this Notice to:

Catherine Hack, Environmental Coordinator
Planning and Environmental Review Division
827 7th Street, Room 220, Sacramento, CA 95814
or via e-mail at: CEQA@saccounty.net

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Marianne Biner, Senior Environmental Analyst, at (916) 874-7520 for further information.

PROJECT TITLE:

HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT

CONTROL NUMBER:

2011-70062

PROJECT PROPONENT(S):

Sacramento County Department of Transportation

PROJECT DESCRIPTION AND LOCATION:

This project proposes improvements at the Hazel Avenue interchange with U.S. 50, located in the County of Sacramento (Plate NOP-1). The project area is bounded along Hazel Avenue by the Tributary Point/westbound U.S. 50 off-ramp intersection to the north, and extends approximately 1000 feet south of Folsom Boulevard to a future intersection within the approved Easton Place development. The project limits along U.S. 50 begin approximately 3200 feet west of the existing Hazel Avenue overcrossing, and extend just east of the gore of the eastbound off-ramp at the Folsom Boulevard interchange. Improvements along Folsom Boulevard will extend from approximately 1200 feet west of the Hazel Avenue intersection to 900 feet to the east. Information will be available as the project develops at:

http://www.sacdot.com/Pages/Project-Hazel-StateRoute50.aspx

The project includes the following elements.

- Extension of Hazel Avenue south to a proposed intersection with the future Atlanta Street.
- Grade separation of Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor – Joint Powers Authority rail corridor.
- Construction of a portion of an eastbound U.S. 50 transition (auxiliary) lane on U.S. 50 from Hazel Avenue to the gore of the eastbound off-ramp at the Folsom Boulevard interchange.
- Modification of the existing Aerojet Road off-ramp from U.S. 50.
- Construction of two lane on-ramps to U.S. 50 in each direction. On-ramps may include meters and carpool lanes.
- Reconstruction of the westbound loop on-ramp to U.S. 50.
- Reconstruction of the eastbound diagonal off-ramp to U.S. 50, and
- Reconstruction of both eastbound on-ramps to U.S. 50.

- Construction of eastbound auxiliary lanes for on-ramps and off-ramps, from west of the Hazel Avenue to the eastbound U.S. 50 off-ramp, and from the loop U.S. 50 on-ramp extending to the Folsom Boulevard interchange.
- Construction of approximately 2,300 feet of Folsom Boulevard corridor improvements including sidewalks, street lighting, and landscaping along the north side, and landscaping and lighting along the south side.
- Construction of Atlanta Street, which would connect Folsom Boulevard and the southern extension of Hazel Avenue. This section of Atlanta Street has been referred to as the "jughandle" due to its shape from an aerial perspective.

Plates NOP-2 through NOP-5 show the proposed project alignment and the proposed project alternatives.

- Plate NOP-2: Alternative 1
- Plate NOP-3: Alternative 1A
- Plate NOP-4: Alternative 2
- Plate NOP-5: Proposed Transition Lane to Folsom Boulevard (common to all build alternatives)

PROJECT OBJECTIVES:

The Sacramento County Department of Transportation provided the following objectives for the subject project.

- Improve traffic operations by removing the close intersection spacing between the eastbound ramps and Folsom Boulevard, and minimizing conflict with heavy/freight and light rail operations.
- Provide sufficient capacity in the ramps and roadways for future traffic volumes.
- Maintain the U.S. 50 to Aerojet Road off-ramp connection to the approved development while improving the mainline U.S. 50 operations.

On January 28, 2009, the Sacramento County Board of Supervisors approved the General Plan Amendment, Zoning Ordinance, Tentative Subdivision map and Affordable Housing Plan for Easton Place and Glenborough developments. These developments are located on approximately 6,699 acres of land owned by GenCorp Realty Investments in eastern Sacramento County and are identified by the adopted Sacramento Area Council of Governments Blueprint and Regional Transportation Plan. Improvements to the Hazel Avenue/U.S. 50 interchange and the extension of Hazel Avenue south of Folsom Boulevard are being studied to accommodate the planned and approved growth. Improvements to the interchange were also adopted as part of development conditions of approval to mitigation for increases in traffic volumes that would result from the development projects.

ENVIRONMENTAL/LAND USE SETTING:

The proposed project is located within both unincorporated Sacramento County and the City of Rancho Cordova. Both east of Hazel Avenue and north of U.S. 50, land is within unincorporated Sacramento County. South of U.S. 50, west of Hazel Avenue south to Nimbus Road/Albany Avenue, land is within the City of Rancho Cordova.

Commercial/retail properties are located south of U.S. 50 both immediately east and west of Hazel Avenue, along Folsom Boulevard. Further to the east, south of U.S. 50, is a mobile home

park and an apartment complex. East of the Aerojet offramp are car dealerships. Behind the dealerships, U.S. 50 passes over Alder Creek which drains into Lake Natoma.

Hazel Avenue is a six-lane thoroughfare trending north-south and currently terminating at the Folsom Boulevard intersection south of U.S. 50. The existing U.S. 50 overcrossing was constructed in 1994. North of the intersection with Tributary Point Drive and the westbound U.S. 50 off-ramp, Hazel Avenue has three northbound and four southbound lanes. Between the intersection with the westbound ramps and the intersection with the eastbound ramps (and across the existing structure), Hazel Avenue has four northbound lanes and two southbound lanes. South of the interchange, between the eastbound ramp intersection and Folsom Boulevard, Hazel Avenue has two northbound lanes and three southbound lanes. Of the southbound lanes, one is a dedicated right turn lane, one is a through and right turn lane, and one is a through and left turn lane. The existing through movements extend across the intersection to Nimbus Road, which is currently a private driveway providing access into the Aerojet facility.

The eastbound U.S. 50 off-ramp has three lanes at the intersection with Hazel Avenue: one left turn lane, one left turn/right turn lane, and one right turn lane. The eastbound U.S. 50 loop on-ramp (from southbound Hazel Avenue) diverges from Hazel Avenue with one lane that opens up to a second High Occupancy Vehicle (HOV)-preference lane. The eastbound U.S. 50 diagonal on-ramp (from northbound Hazel Avenue) diverges from Hazel Avenue with one lane that opens up to a second HOV-preference lane.

The westbound U.S. 50 off-ramp has three lanes at the intersection with Hazel Avenue: two right turn lanes and one through/left turn lane. The westbound U.S. 50 loop on-ramp (from northbound Hazel Avenue) is a single lane ramp. The westbound diagonal on-ramp (from southbound Hazel Avenue) to U.S. 50 diverges from Hazel Avenue with three lanes. Of the four southbound lanes on Hazel Avenue north of the intersection with Tributary Point and the westbound ramps, two of those lanes split off into the westbound on-ramp to U.S. 50, and one of the lanes provides an option to split to the on-ramp or continue south on Hazel Avenue.

South of Folsom Boulevard, in-line with Hazel Avenue on the GenCorp Realty Investments private property proposed for development, is the four-lane Nimbus Road. The Sacramento County General Plan Transportation Map identifies a future six-lane thoroughfare extension of Hazel Avenue south of Folsom Boulevard ultimately connecting with the proposed Capital Southeast Connector.

Folsom Boulevard is a four-lane arterial trending east-west, generally running parallel to, and south of, U.S. 50. The existing Folsom Boulevard/Hazel Avenue intersection is approximately 640 feet from the Hazel Avenue overcrossing and 200 feet from the eastbound U.S. 50 ramp intersections.

PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:

The EA/EIR will analyze potential environmental impacts to the topical areas listed below. Mitigation measures will be suggested as appropriate and consistent with local, state and federal policies. A Mitigation Monitoring and Reporting Program will be created to ensure compliance with adopted mitigation measures.

Land Use

Land use impacts and consistency with the Sacramento County General Plan, the Sacramento County Zoning Code, the City of Rancho Cordova General Plan, and other applicable plans will be determined. Right-of-way acquisition and re-use of acquired properties will be discussed. Loss of parking at commercial uses and loss or relocation of businesses will be evaluated. Potential impacts to the Folsom Lake State Recreation Area will be evaluated.

Aesthetics

Impacts associated with light and glare and changes in views of the interchange will be analyzed.

Public Services

Impacts associated with relocation of utilities will be analyzed. A dynamic emergency action plan will be discussed. Impacts to Regional Transit routes and school bus routes will be evaluated.

Drainage and Water Quality

Downstream capacity for surface water runoff will be reviewed. Construction impacts and best management practices for water quality will be evaluated.

Traffic and Circulation

A traffic study will be prepared. The traffic study will consider existing and future conditions. The traffic study will also address pedestrian and bicycle facilities. Local traffic patterns, detours, closures, and short-term/long-term impacts as a result of the project will be addressed. The change in roadway and freeway access as a result of the project will be evaluated.

Air Quality and Climate Change

Construction and operational air quality impacts will be modeled and evaluated. Climate Change will also be discussed.

Noise

A noise study will be undertaken to determine the existing noise environment and the future noise levels that will be generated by the project. Construction noise will also be evaluated.

Biological Resources

Biological resources will be analyzed to identify impacts to resources in the area. Mitigation will be recommended as appropriate.

Cultural Resources

Due to right-of-way acquisition, there is a potential to affect historic properties. Subsurface cultural resources may also be present along the project corridor. A cultural resources survey will be undertaken.

Hazardous Materials

The project corridor will be evaluated for potential existing or past use of hazardous materials or underground storage tanks.

INTENDED USES OF THE EIR:

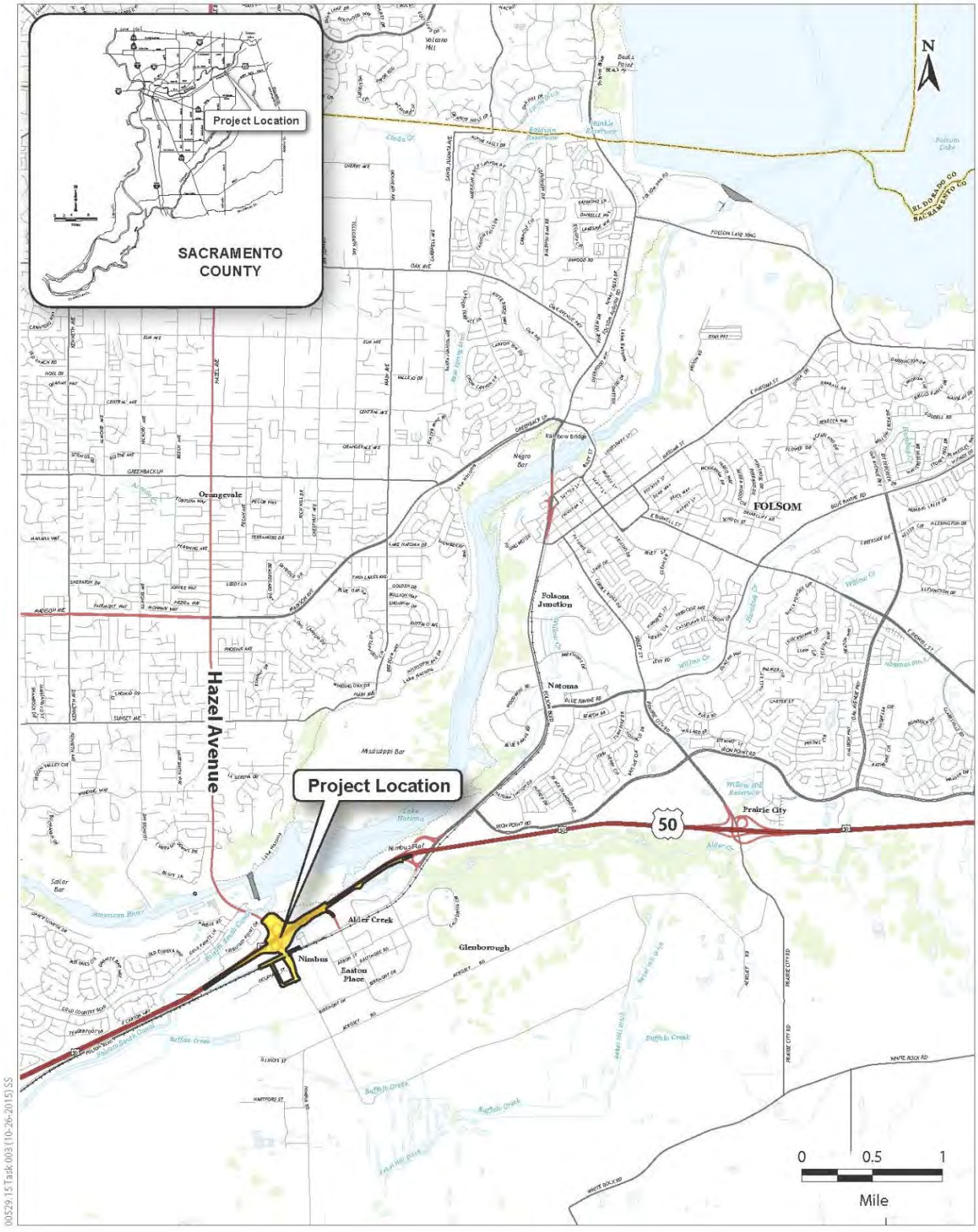
The Sacramento County Board of Supervisors will use the EA/EIR to consider the environmental effects, mitigation measures, and alternatives in the process of rendering a decision to approve or deny the proposed project. The EA/EIR will serve as an information document for the general public and directly affected property owners as well. The EA/EIR may serve as the environmental document for future actions related to the project taken by the federal, state, and local agencies.

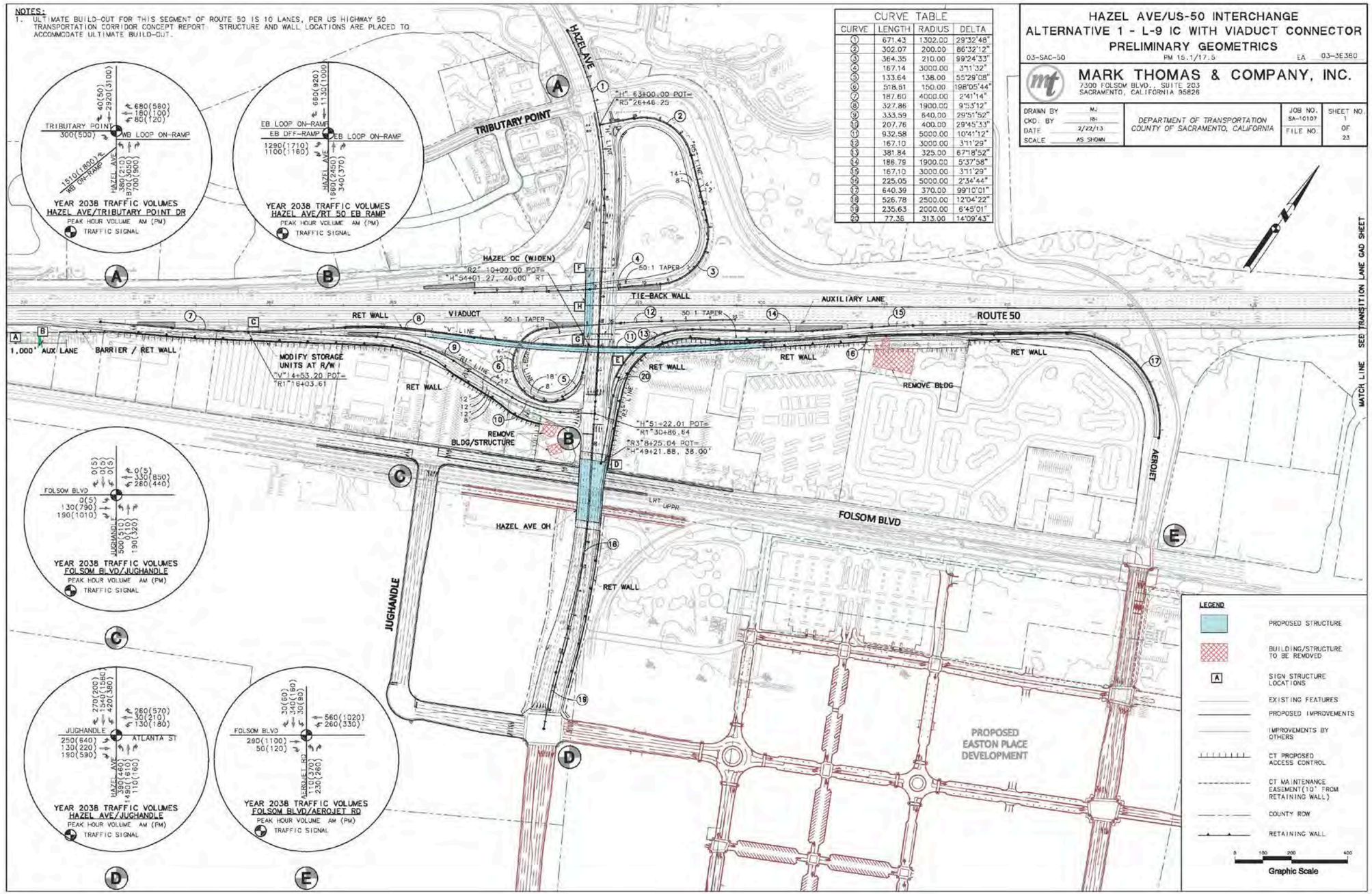
Responsible Agencies

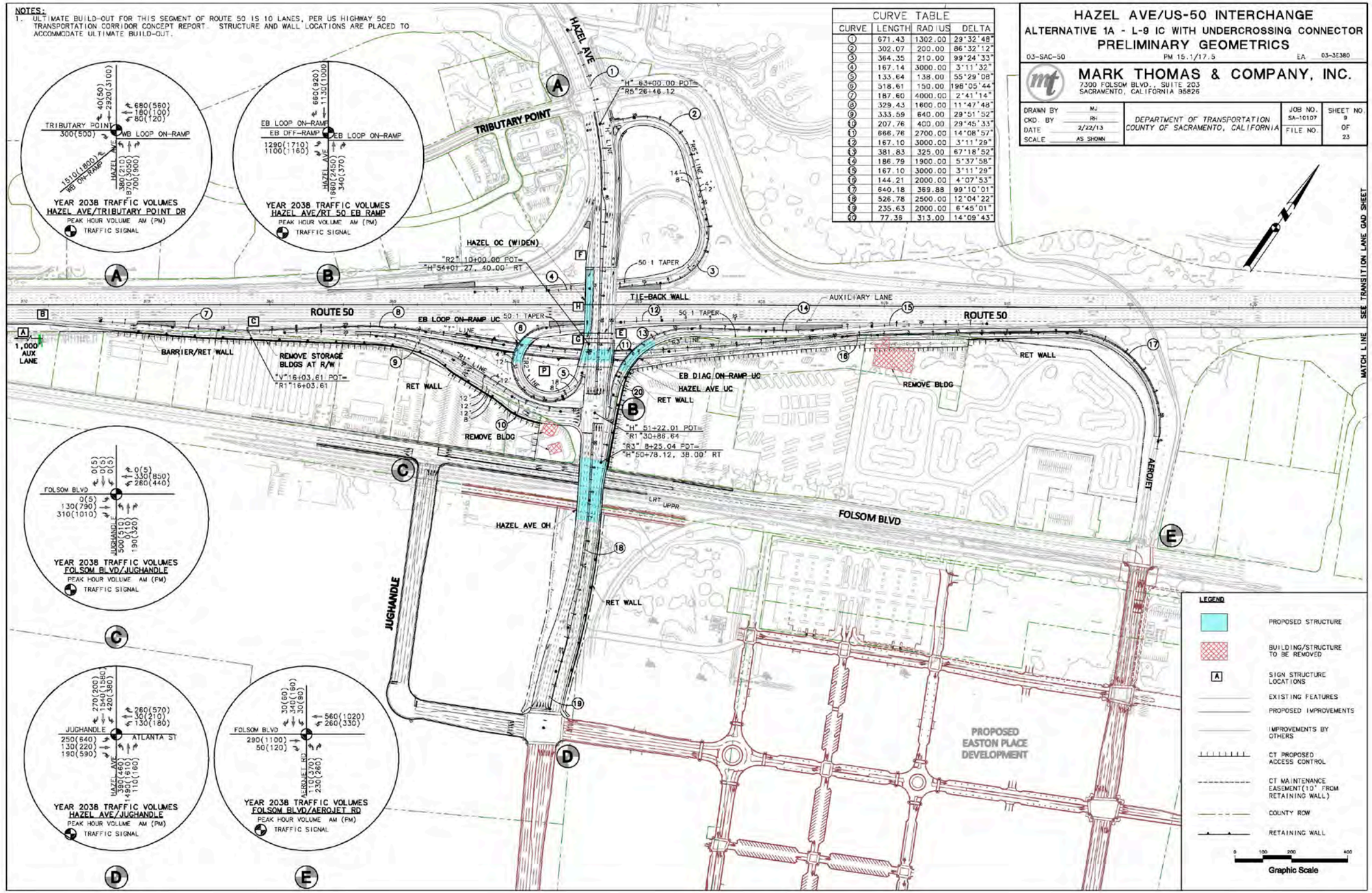
- California Department of Transportation (Caltrans)

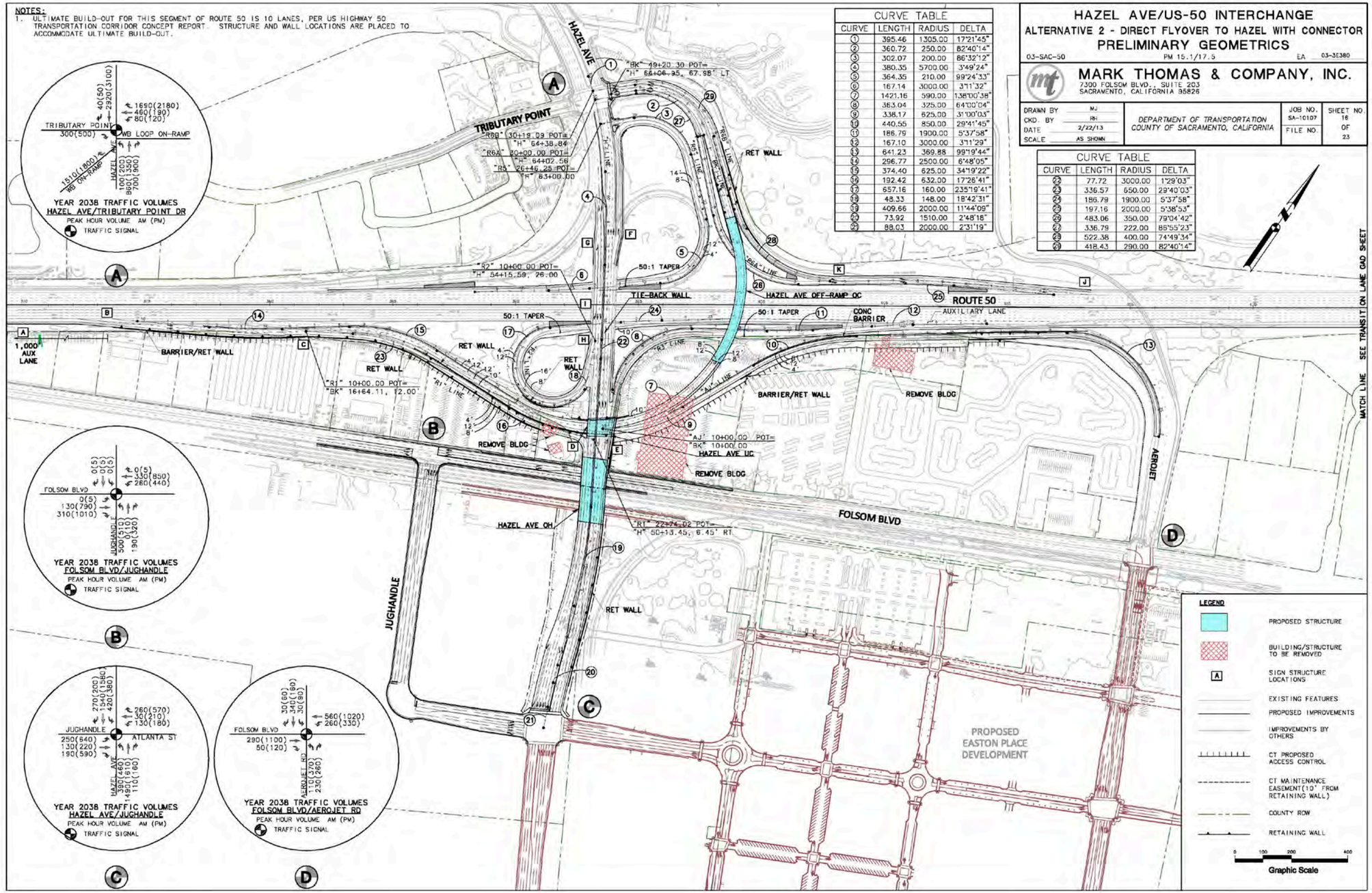
- Federal Highway Administration
- City of Rancho Cordova
- City of Folsom
- United States Fish and Wildlife Service
- United States Army Corps of Engineers
- California Department of Fish and Wildlife
- Central Valley Regional Water Quality Control Board
- Sacramento Metropolitan Air Quality Management District
- Public Utilities Commission
- Sacramento Placerville Transportation Corridor – Joint Powers Authority
- Regional Transit
- California Department of Parks and Recreation

Plate NOP-1: Project Location




NOTES:
1. ULTIMATE BUILD-OUT FOR THIS SEGMENT OF ROUTE 50 IS 10 LANES, PER US HIGHWAY 50 TRANSPORTATION CORRIDOR CONCEPT REPORT. STRUCTURE AND WALL LOCATIONS ARE PLACED TO ACCOMMODATE ULTIMATE BUILD-OUT.
CURVE TABLE
CURVE | LENGTH | RADIUS | DELTA
1 | 671.43 | 1302.00 | 29°32'48"
2 | 302.07 | 200.00 | 86°32'12"
3 | 364.35 | 210.00 | 99°24'33"
4 | 167.14 | 3000.00 | 3°11'32"
5 | 133.64 | 138.00 | 55°29'08"
6 | 518.81 | 150.00 | 198°05'44"
7 | 187.60 | 4000.00 | 2°41'14"
8 | 327.86 | 1900.00 | 9°53'12"
9 | 333.99 | 640.00 | 29°51'52"
10 | 207.76 | 400.00 | 29°45'33"
11 | 932.58 | 5000.00 | 10°41'12"
12 | 167.10 | 3000.00 | 3°11'29"
13 | 381.84 | 325.00 | 67°18'52"
14 | 186.79 | 1900.00 | 5°37'58"
15 | 167.10 | 3000.00 | 3°11'29"
16 | 225.05 | 5000.00 | 2°34'44"
17 | 640.39 | 370.00 | 99°10'01"
18 | 526.78 | 2500.00 | 12°04'22"
19 | 235.63 | 2000.00 | 6°45'01"
20 | 77.36 | 313.00 | 14°09'43"
HAZEL AVE/US-50 INTERCHANGE
ALTERNATIVE 1 - L-9 IC WITH VIADUCT CONNECTOR
PRELIMINARY GEOMETRICS
03-SAC-50 PM 15.1/17.5 EA 03-3E380
MARK THOMAS & COMPANY, INC.
7300 FOLSOM BLVD., SUITE 203
SACRAMENTO, CALIFORNIA 95828
DRAWN BY MJ
CKD. BY RH
DATE 2/22/13
SCALE AS SHOWN
DEPARTMENT OF TRANSPORTATION
COUNTY OF SACRAMENTO, CALIFORNIA
JOB NO. SA-10107
FILE NO.
SHEET NO. 1 OF 23
HAZEL AVE
TRIBUTARY POINT
EB LOOP ON-RAMP
WB LOOP ON-RAMP
EB OFF-RAMP
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/TRIBUTARY POINT DR
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/RT 50 EB RAMP
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
"H" 63+00.00 POT=
"R5" 26+46.25
HAZEL OC (WIDEN)
"G2" 10+00.00 POT=
"H" 54+01.27, 40.00' RT
50:1 TAPER
TIE-BACK WALL
AUXILIARY LANE
ROUTE 50
VIADUCT
RET WALL
1,000' AUX LANE
BARRIER / RET WALL
MODIFY STORAGE UNITS AT R/W
"V" 14+53.20 POT=
"R1" 16+03.61
REMOVE BLDG/STRUCTURE
REMOVE BLDG
"H" 51+22.01 POT=
"R1" 30+86.64
"R3" 8+25.04 POT=
"H" 49+21.88, 38.00'
HAZEL AVE OH
FOLSOM BLVD
JUGHANDLE
AEROJET
PROPOSED EASTON PLACE DEVELOPMENT
YEAR 2038 TRAFFIC VOLUMES
FOLSOM BLVD/JUGHANDLE
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/JUGHANDLE
YEAR 2038 TRAFFIC VOLUMES
FOLSOM BLVD/AEROJET RD
ATLANTA ST
SEE TRANSITION LANE GAD SHEET
MATCH LINE
LEGEND
PROPOSED STRUCTURE
BUILDING/STRUCTURE TO BE REMOVED
SIGN STRUCTURE LOCATIONS
EXISTING FEATURES
PROPOSED IMPROVEMENTS
IMPROVEMENTS BY OTHERS
CT PROPOSED ACCESS CONTROL
CT MAINTENANCE EASEMENT(10' FROM RETAINING WALL)
COUNTY ROW
RETAINING WALL
Graphic Scale


NOTES:
1. ULTIMATE BUILD-OUT FOR THIS SEGMENT OF ROUTE 50 IS 10 LANES, PER US HIGHWAY 50 TRANSPORTATION CORRIDOR CONCEPT REPORT. STRUCTURE AND WALL LOCATIONS ARE PLACED TO ACCOMMODATE ULTIMATE BUILD-OUT.
HAZEL AVE/US-50 INTERCHANGE
ALTERNATIVE 1A - L-9 IC WITH UNDERCROSSING CONNECTOR
PRELIMINARY GEOMETRICS
03-SAC-50 PM 15.1/17.5 EA 03-3E380
MARK THOMAS & COMPANY, INC.
7300 FOLSOM BLVD., SUITE 203
SACRAMENTO, CALIFORNIA 95826
DRAWN BY MJ
CKD. BY RH
DATE 2/22/13
SCALE AS SHOWN
DEPARTMENT OF TRANSPORTATION
COUNTY OF SACRAMENTO, CALIFORNIA
JOB NO. SA-10107
FILE NO.
SHEET NO. 9 OF 23
CURVE TABLE
CURVE | LENGTH | RADIUS | DELTA
1 671.43 1302.00 29°32'48"
2 302.07 200.00 86°32'12"
3 364.35 210.00 99°24'33"
4 167.14 3000.00 3°11'32"
5 133.64 138.00 55°29'08"
6 518.61 150.00 198°05'44"
7 187.60 4000.00 2°41'14"
8 329.43 1600.00 11°47'48"
9 333.59 640.00 29°51'52"
10 207.76 400.00 29°45'33"
11 666.76 2700.00 14°08'57"
12 167.10 3000.00 3°11'29"
13 381.83 325.00 67°18'52"
14 186.79 1900.00 5°37'58"
15 167.10 3000.00 3°11'29"
16 144.21 2000.00 4°07'53"
17 640.18 369.88 99°10'01"
18 526.78 2500.00 12°04'22"
19 235.63 2000.00 6°45'01"
20 77.36 313.00 14°09'43"
HAZEL AVE
TRIBUTARY POINT
"H" 63+00.00 POT=
"R5" 26+46.12
"R5" LINE
HAZEL OC (WIDEN)
"R2" 10+00.00 POT=
"H" 54+07.27, 40.00' RT
50:1 TAPER
TIE-BACK WALL
AUXILIARY LANE
ROUTE 50
EB LOOP ON-RAMP UC
BARRIER/RET WALL
REMOVE STORAGE BLDGS AT R/W
"V" 16+03.61 POT=
"R1" 16+03.61
RET WALL
REMOVE BLDG
EB DIAG ON-RAMP UC
HAZEL AVE UC
"H" 51+22.01 POT=
"R1" 30+86.64
"R3" 8+25.04 POT=
"H" 50+78.12, 38.00' RT
1,000' AUX LANE
HAZEL AVE OH
LRT UPPR
FOLSOM BLVD
AEROJET
JUGHANDLE
PROPOSED EASTON PLACE DEVELOPMENT
SEE TRANSITION LANE GAD SHEET
MATCH LINE
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/TRIBUTARY POINT DR
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
TRIBUTARY POINT DR
WB LOOP ON-RAMP
40(50)
2920(3100)
680(560)
160(100)
80(120)
300(500)
1510(1980)
WB ON-RAMP
HAZEL AVE
380(210)
870(3050)
700(900)
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/RT 50 EB RAMP
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
660(920)
1130(1000)
EB LOOP ON-RAMP
EB OFF-RAMP
EB LOOP ON-RAMP
1290(1710)
1100(1160)
HAZEL AVE
1560(2450)
340(370)
YEAR 2038 TRAFFIC VOLUMES
FOLSOM BLVD/JUGHANDLE
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
FOLSOM BLVD
JUGHANDLE
0(5)
130(850)
260(440)
130(790)
310(1010)
500(510)
190(320)
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/JUGHANDLE
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
JUGHANDLE
ATLANTA ST
HAZEL AVE
270(200)
1940(1580)
420(380)
260(570)
130(210)
130(180)
250(640)
130(220)
190(590)
380(460)
1490(910)
110(60)
YEAR 2038 TRAFFIC VOLUMES
FOLSOM BLVD/AEROJET RD
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
FOLSOM BLVD
AEROJET RD
30(60)
340(160)
30(80)
560(1020)
260(330)
290(1100)
50(120)
110(370)
230(260)
LEGEND
PROPOSED STRUCTURE
BUILDING/STRUCTURE TO BE REMOVED
SIGN STRUCTURE LOCATIONS
EXISTING FEATURES
PROPOSED IMPROVEMENTS
IMPROVEMENTS BY OTHERS
CT PROPOSED ACCESS CONTROL
CT MAINTENANCE EASEMENT(10' FROM RETAINING WALL)
COUNTY ROW
RETAINING WALL
0 100 200 400
Graphic Scale


NOTES:
1. ULTIMATE BUILD-OUT FOR THIS SEGMENT OF ROUTE 50 IS 10 LANES, PER US HIGHWAY 50 TRANSPORTATION CORRIDOR CONCEPT REPORT. STRUCTURE AND WALL LOCATIONS ARE PLACED TO ACCOMMODATE ULTIMATE BUILD-OUT.
HAZEL AVE/US-50 INTERCHANGE
ALTERNATIVE 2 - DIRECT FLYOVER TO HAZEL WITH CONNECTOR
PRELIMINARY GEOMETRICS
03-SAC-50 PM 15.1/17.5 EA 03-3E380
MARK THOMAS & COMPANY, INC.
7300 FOLSOM BLVD., SUITE 203
SACRAMENTO, CALIFORNIA 95826
DRAWN BY MJ
CKD. BY RH
DATE 2/22/13
SCALE AS SHOWN
DEPARTMENT OF TRANSPORTATION
COUNTY OF SACRAMENTO, CALIFORNIA
JOB NO. SA-10107
FILE NO.
SHEET NO. 16 OF 23
CURVE TABLE
CURVE LENGTH RADIUS DELTA
① 395.46 1305.00 17°21'45"
② 360.72 250.00 82°40'14"
③ 302.07 200.00 86°32'12"
④ 380.35 5700.00 3°49'24"
⑤ 364.35 210.00 99°24'33"
⑥ 167.14 3000.00 3°11'32"
⑦ 1421.16 590.00 138°00'38"
⑧ 363.04 325.00 64°00'04"
⑨ 338.17 625.00 31°00'03"
⑩ 440.55 850.00 29°41'45"
⑪ 186.79 1900.00 5°37'58"
⑫ 167.10 3000.00 3°11'29"
⑬ 641.23 369.88 99°19'44"
⑭ 296.77 2500.00 6°48'05"
⑮ 374.40 625.00 34°19'22"
⑯ 192.42 632.00 17°26'41"
⑰ 657.16 160.00 235°19'41"
⑱ 48.33 148.00 18°42'31"
⑲ 409.66 2000.00 11°44'09"
⑳ 73.92 1510.00 2°48'18"
㉑ 88.03 2000.00 2°31'19"
CURVE TABLE
CURVE LENGTH RADIUS DELTA
㉒ 77.72 3000.00 1°29'03"
㉓ 336.57 650.00 29°40'03"
㉔ 186.79 1900.00 5°37'58"
㉕ 197.16 2000.00 5°38'53"
㉖ 483.06 350.00 79°04'42"
㉗ 336.79 222.00 86°55'23"
㉘ 522.38 400.00 74°49'34"
㉙ 418.43 290.00 82°40'14"
TRIBUTARY POINT
"R6B" 30+19.03 POT=
"H" 64+38.66
"R6A" 30+00.00 POT=
"H" 64+02.56
"R5" 26+46.25 POT=
"H" 63+00.00
"BK" 49+20.30 POT=
"H" 66+06.95, 67.95' LT
HAZEL AVE
RET WALL
"R2" 10+00.00 POT=
"H" 54+15.59, 26.00
50:1 TAPER
TIE-BACK WALL
HAZEL AVE OFF-RAMP OC
ROUTE 50
AUXILIARY LANE
CONC BARRIER
1,000' AUX LANE
BARRIER/RET WALL
"R1" 10+00.00 POT=
"BK" 16+64.11, 12.00'
REMOVE BLDG
"AJ" 10+00.00 POT=
"BK" 10+00.00
HAZEL AVE UIC
HAZEL AVE OH
"R1" 22+74.02 POT=
"H" 50+13.45, 6.45' RT
FOLSOM BLVD
AEROJET
JUGHANDLE
PROPOSED EASTON PLACE DEVELOPMENT
SEE TRANSITION LANE GAD SHEET
MATCH LINE
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/TRIBUTARY POINT DR
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
TRIBUTARY POINT
WB LOOP ON-RAMP
HAZEL AVE
1690(2180)
460(190)
80(120)
40(50)
2920(3100)
1510(1800)
WB ON-RAMP
100(200)
860(1350)
700(900)
YEAR 2038 TRAFFIC VOLUMES
FOLSOM BLVD/JUGHANDLE
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
FOLSOM BLVD
JUGHANDLE
0(5)
330(850)
260(440)
130(790)
310(1010)
500(510)
190(120)
YEAR 2038 TRAFFIC VOLUMES
HAZEL AVE/JUGHANDLE
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
JUGHANDLE
ATLANTA ST
HAZEL AVE
270(200)
1540(1580)
420(380)
260(570)
30(210)
130(180)
250(640)
130(220)
190(590)
380(460)
490(610)
110(160)
YEAR 2038 TRAFFIC VOLUMES
FOLSOM BLVD/AEROJET RD
PEAK HOUR VOLUME AM (PM)
TRAFFIC SIGNAL
FOLSOM BLVD
AEROJET RD
30(60)
340(180)
30(80)
560(1020)
260(330)
290(1100)
50(120)
110(370)
230(280)
LEGEND
PROPOSED STRUCTURE
BUILDING/STRUCTURE TO BE REMOVED
SIGN STRUCTURE LOCATIONS
EXISTING FEATURES
PROPOSED IMPROVEMENTS
IMPROVEMENTS BY OTHERS
CT PROPOSED ACCESS CONTROL
CT MAINTENANCE EASEMENT(10' FROM RETAINING WALL)
COUNTY ROW
RETAINING WALL
0 100 200 400
Graphic Scale

CURVE TABLE
CURVE | LENGTH | RADIUS | DELTA
① | 539.42 | 3012.00 | 10°15'40"
HAZEL AVE/US-50 INTERCHANGE
TRANSITION LANE TO FOLSOM BLVD IC
PRELIMINARY GEOMETRICS
03-SAC-50 PM 15.1/17.5 EA 03-3E380
MARK THOMAS & COMPANY, INC.
7300 FOLSOM BLVD., SUITE 203
SACRAMENTO, CALIFORNIA 95828
DRAWN BY MJ
CKD. BY RH
DATE 2/22/13
SCALE AS SHOWN
DEPARTMENT OF TRANSPORTATION
COUNTY OF SACRAMENTO, CALIFORNIA
JOB NO. SA-10107
FILE NO.
SHEET NO. 1 OF 2
MATCH LINE SEE ALTERNATIVES GAD SHEETS
ROUTE 50
TRANSITION LANE
"F4" 10+00.00
ALDER POND VIADUCT
BRIDGE NO. 24 0372
EXIST R/W
TO REMAIN
PROJECT LIMITS
"J3" LINE
FOLSOM BLVD
NATOMA OVERHEAD WIDENING
(BY OTHERS)
IMPROVEMENTS
BY CALTRANS
LEGEND
PROPOSED STRUCTURE WIDENING
EXISTING FEATURES
PROPOSED IMPROVEMENTS
IMPROVEMENTS BY OTHERS
COUNTY ROW
0 100 200 400
Graphic Scale

Letters Received in Response to Notice of Preparation

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
CHRISTINE KEHOE
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www.catc.ca.gov

February 10, 2016

Ms. Catherine Hack, Environmental Coordinator
Planning and Environmental Review Division
827 7th Street, Room 220
Sacramento, CA 95814

Re: Notice of Preparation of a Draft Environmental Impact Report for Hazel Avenue/U.S. 50 Interchange Project (Control Number 2011-70062)

Dear Ms. Hack:

The California Transportation Commission (Commission), as a Responsible Agency, received the Notice of Preparation that a Draft Environmental Assessment/Environmental Impact Report (EA/EIR) will be prepared by Sacramento County for the Hazel Avenue/U.S. 50 Interchange Project. The Commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used. As actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency. Consideration of environmental impacts of a project are required prior to the Commission's allocation of funds for design, right of way or construction activities, as well as for new public road connections and adoptions.

If you have any questions, please contact Jose Oseguera (916) 653-2094.

Sincerely,

WILL KEMPTON
Executive Director

RECEIVED
FEB 16 2016
County Of Sacramento
Department of Community Development
Planning and Environmental Review Division

cc: Katrina Pierce, Chief, Caltrans Division of Environmental Analyis

California Water Boards

Edmund G. Brown Jr.
Governor

Matthew Rodriquez
Secretary for
Environmental Protection

Central Valley Regional Water Quality Control Board

24 February 2016

Catherine Hack
Sacramento County
827 Seventh Street, Room 220
Sacramento, CA 95814

CERTIFIED MAIL
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COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT, SCH# 2016022009, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 2 February 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environment Impact Report* for the Hazel Avenue/U.S. 50 Interchange Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor
NATIVE AMERICAN HERITAGE COMMISSION
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February 26, 2016

Catherine Hack
Sacramento County
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Sent by Email: hackc@**saccounty**.net

RE: SCH# 2016022009, Hazel Avenue/U.S. 50 Interchange Project, Sacramento County

Dear Ms. Hack:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public

agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

a. A brief description of the project.
b. The lead agency contact information.
c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- **a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- **b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- **c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions, please contact me at my email address: sharaya.souza@nahc.ca.gov.

Sincerely,

Sharaya Souza
Staff Services Analyst
cc: State Clearinghouse

STATE OF CALIFORNIA
Edmund G. Brown Jr., *Governor*

PUBLIC UTILITIES COMMISSION
180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834

RECEIVED
MAR 4 - 2016
County Of Sacramento
Department of Community Development
Planning and Environmental Review Division

February 29, 2016

Catherine Hack
Sacramento County
827 Seventh Street, Room 220
Sacramento, CA 95814

Re: Notice of Preparation
Hazel Avenue/U.S. 50 Interchange Project
SCH# 2016022009

Dear Ms. Hack:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC) recommends that the County plan development projects proposed near rail corridors with the safety of these corridors in mind.

CPUC staff reviewed the Hazel Avenue/U.S. 50 Interchange Project and has the following comments:

- Staff fully supports the County's plan to remove the existing at-grade highway-rail crossing over Nimbus Road and replace it with a grade separated structure.
- The installation of a new at-grade highway-rail crossing just west of the existing location negates the benefits created by the grade separation.
- Staff recommends that the County examine roadway alignment alternatives that allow Folsom Boulevard to intersect directly with Hazel Avenue above the tracks to allow vehicles traveling on Folsom Boulevard to access Hazel Avenue without having to utilize a "Jug Handle" configuration that requires an at-grade highway rail crossing.

However the County decides to proceed, working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

Thank you for your consideration of these comments. If you have any questions, please contact me at (916) 928-2515 or email at atm@cpuc.ca.gov.

Sincerely,

David Stewart
Utilities Engineer
Safety and Enforcement Division
Rail Crossings and Engineering Branch

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

March 3, 2016

SENT VIA E-MAIL

Catherine Hack, Environmental Coordinator
Planning and Environmental Review Division
827 7th Street, Room 250, Sacramento, CA 95814

Subject: Hazel Avenue / U.S. 50 Interchange

Dear Ms. Hack:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (District) with the opportunity to review the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for this project. We have reviewed the project in a manner consistent with the California Health and Safety Code Section 40961 requirement that the District "represent all the citizens of the Sacramento District in influencing the decisions of other public and private agencies whose actions may have an adverse impact on air quality." Staff comments follow.

Multi-Modal Accommodation

The DEIR should evaluate project support of bicycle and pedestrian transportation, as consistent with adopted policies to encourage multi-modal transportation, including those in the General Plan, the Bikeway Master Plan, the Pedestrian Master Plan, and the Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian, and Trails Master Plan. Maps in the Bikeway Master Plan, the Pedestrian Master Plan, and the SACOG plan show multi-modal improvements in the project area, and the DEIR should address how the project will support those improvements.

The Pedestrian Master Plan shows a portion of Folsom Boulevard in the project area as part of a pedestrian district, with high priority status for pedestrian amenities and road diet treatments. The DEIR should address how the project will support the pedestrian district. The project's construction over Folsom Boulevard has strong potential to create a tunnel effect that is detrimental to pedestrian friendliness, which the DEIR should also address.

Construction, Operational, and Greenhouse Gas Emissions

Construction and operation of the project may result in significant emissions of criteria pollutants, precursors of primary concern, and an increase in greenhouse gas emissions. The DEIR should discuss, quantify, and disclose these emissions in the manner described in the District's "CEQA Guide to Air Quality Assessment" (Guide). The

discussion should also include the project's consistency with existing greenhouse gas reduction plans such as the Metropolitan Transportation Plan/Sustainable Communities Strategy and the County of Sacramento Climate Action Plan. Should the project exceed District and County thresholds, we recommend all feasible mitigation, including District's control practices for fugitive dust and exhaust and mitigation fees, available in Chapter 3 of the District's Guide. As a reminder, due to the non-attainment and maintenance status of air quality in Sacramento, particulate matter (2.5 and 10) and carbon monoxide hot spots analyses are necessary.

Further, California Senate Bill 743 required changes to State guidelines for implementing the California Environmental Quality Act (CEQA) in transportation impact analysis. Proposed changes identify vehicle miles traveled (VMT) as an appropriate metric to evaluate transportation impacts, and indicate that analysis of certain transportation projects must address induced travel potential. If the project's vehicle travel results in significant operational air quality impacts, we recommend that the DEIR assess mitigation potentials such as multi-modal improvements identified in the applicable Caltrans Corridor System Management Plan, which are not already provided for by applicable bicycle and pedestrian plans, or "Greenroads" improvements.

Mobile Source Air Toxics

The project may result in increased mobile source air toxics (MSATs) with adverse health effects on sensitive receptors at nearby residences, and the DEIR should address this. We recommend including a discussion of near-roadway health risk quantification practices in California, which are commonly performed to satisfy the CEQA's requirement that environmental impacts be identified, assessed, and avoided or mitigated as possible if significant.

Please refer to the California Air Pollution Control Officers Association's (CAPCOA) Health Risk Assessments for Proposed Land Use Projects guidance document, which provides step-by-step guidance on near-roadway risk characterization for CEQA purposes including emissions modeling, dispersion modeling, exposure assessment, and determination of cancer risk due to diesel particulate matter. Additionally, the District's roadway protocol provides guidance in determining if there is a health risk to current and future sensitive receptors, and provides information on mitigations such as increasing buffer distances or planting evergreen trees such as deodar cedar.

The District discourages project alternative 2. Among the alternatives, it places a lane closest to existing residences, passing approximately within 25 feet of the closest home in the mobile home park. Moreover, to reduce human exposure to toxic air contaminants at nearby uses, we recommend constructing a solid, uninterrupted barrier (such as a sound barrier) between the residences and the travel lanes, where the geometric drawings show a retaining wall would be. We also recommend placing vegetation adjacent to the solid barrier to aid in pollutant dispersion. These

recommendations are based on numerous peer reviewed studies and a literature review sponsored by the Air Resources Board.[1]

Finally, nitrogen dioxide (NO_2) is one of a group of highly reactive gases known as "oxides of nitrogen" (NO_X). NO_2 forms quickly from emissions from cars, trucks and buses, among other sources. In addition to contributing to ground-level ozone formation and fine particle pollution, NO_2 is associated with adverse impacts on the human respiratory system. NO_2 exposure concentrations near roadways can be particularly high, and of particular concern for susceptible individuals such as asthmatics, children, and the elderly. Please include an analysis of NO_2 exposure from the project, at nearby residential areas.

General Comments

All projects are subject to District rules and regulations in effect at the time of construction. The attached document describes District rules which may apply to this project whether the air quality impacts are determined to be significant or not. If you have additional questions or require further assistance, please contact me at mwright@airquality.org or 916-874-4207

Sincerely,

Molly Wright
Air Quality Planner / Analyst

Attachment

cc: Paul Philley, Program Coordinator

---

[1] Baldauf, R., E. Thoma, A. Khlystov, V. Isakov, G. Bowker, T. Long and R. Snow (2008). "Impacts of noise barriers on near-road air quality." Atmospheric Environment 42(32): 7502-7507.

Brantley, H. L., G. S. W. Hagler, P. J. Deshmukh and R. W. Baldauf (2014). "Field assessment of the effects of roadside vegetation on near-road black carbon and particulate matter." Science of The Total Environment 468–469(0): 120-129.

Hagler, G. S. W., M.-Y. Lin, A. Khlystov, R. W. Baldauf, V. Isakov, J. Faircloth and L. E. Jackson (2012). "Field investigation of roadside vegetative and structural barrier impact on near-road ultrafine particle concentrations under a variety of wind conditions." Science of The Total Environment 419(0): 7-15.

Ning, Z., N. Hudda, N. Daher, W. Kam, J. Herner, K. Kozawa, S. Mara and C. Sioutas (2010). "Impact of roadside noise barriers on particle size distributions and pollutants concentrations near freeways." Atmospheric Environment 44(26): 3118-3127.

SMAQMD Rules & Regulations Statement (revised 3/12)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration. Other general types of uses that require a permit include, but are not limited to dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour. The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

Rule 417: Wood Burning Appliances. This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 460: Adhesives and Sealants. The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Naturally Occurring Asbestos: The developer or contractor is required to notify SMAQMD of earth moving projects, greater than 1 acre in size in areas “Moderately Likely to Contain Asbestos” within eastern Sacramento County. Asbestos Airborne Toxic Control Measures, Section 93105 & 93106 contain specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

REGIONALSAN
TAKING THE WASTE OUT OF WATER
Sacramento Regional County Sanitation District

Main Office
10060 Goethe Road
Sacramento, CA 95827-3553
Tel: 916.876.6000
Fax: 916.876.6160

Treatment Plant
8521 Laguna Station Road
Elk Grove, CA 95758-9550
Tel: 916.875.9000
Fax: 916.875.9068

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County of Yolo
City of Citrus Heights
City of Elk Grove
City of Folsom
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City of Sacramento
City of West Sacramento

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District Engineer

Ruben Robles
Director of Operations

Christoph Dobson
Director of Policy & Planning

Karen Stoyanowski
Director of Internal Services

Joseph Maestretti
Chief Financial Officer

Claudia Goss
Public Affairs Manager

www.srcsd.com

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March 7, 2016

Catherine Hack
Environmental Coordinator
Planning and Environmental Review Division
827 7th Street, Room 220
Sacramento, CA 95814

Subject: Environmental Impact Report for Hazel Avenue/U.S. 50 Interchange Project (Control Number 2011-70062)

Dear Ms. Hack:

Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (Regional San) have the following comments regarding the proposed project:

Local sewer service for this project area would be provided by SASD. Conveyance from local SASD trunk sewers to the Sacramento Regional Wastewater Treatment Plant (SRWTP) would be provided by Regional San through large pipelines called interceptors.

The Regional San Board of Directors adopted the Interceptor Sequencing Study (ISS) in February 2013. The ISS updated the SRCSD Master Plan 2000 and can be found on the Regional San website at http://www.regionalsan.com/ISS.

The most current SASD planning document, the 2010 System Capacity Plan Update (SCP) was approved by the SASD Board of Directors in January 2012. The SCP can be found on the SASD website at http://www.sacsewer.com/devres-standards.html.

Regional facilities within the project area include the Folsom East Interceptor which is located in Folsom Boulevard. SASD also has smaller gravity trunk lines located in the project area along Folsom Boulevard. Project proponents should work closely with SASD and Regional San Development Services to ensure minimal impacts to any existing facilities. Any impacts to SASD or Regional San sewer facilities must be addressed in any environmental impact reports.

If you have any questions regarding these comments, please contact me at 916-876-9994.

RECEIVED
MAR 14 2016
County Of Sacramento
Department of Community Development
Planning and Environmental Review Division

Sincerely,

Sarenna Moore

Sarenna Moore, PE
Regional San/SASD
Policy and Planning

Cc: Regional San Development Services, SASD Development Services, Michael Meyer, Dave Ocenosak, Christoph Dobson

Species Lists

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2016-SLI-1181
Event Code: 08ESMF00-2019-E-08153
Project Name: US 50/Hazel Avenue Interchange Project

July 23, 2019

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2016-SLI-1181

Event Code: 08ESMF00-2019-E-08153

Project Name: US 50/Hazel Avenue Interchange Project

Project Type: TRANSPORTATION

Project Description: Modify interchange and extend Hazel Avenue.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/38.631672622086185N121.21614875411532W

Counties: Sacramento, CA

Endangered Species Act Species

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Reptiles

NAME	STATUS
Giant Garter Snake *Thamnophis gigas* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus*	Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/321

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus*	Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/7850
Habitat assessment guidelines:
https://ecos.fws.gov/ipac/guideline/assessment/population/436/office/11420.pdf

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp *Branchinecta conservatio*	Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8246

Vernal Pool Fairy Shrimp *Branchinecta lynchi*	Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/498

Vernal Pool Tadpole Shrimp *Lepidurus packardi*	Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/2246

Flowering Plants

NAME	STATUS
Sacramento Orcutt Grass *Orcuttia viscida*	Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/5507

Slender Orcutt Grass *Orcuttia tenuis*	Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/1063

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Sorvari, Tina

From: Sorvari, Tina
Sent: Wednesday, July 17, 2019 11:05 AM
To: 'nmfswcrca.specieslist@noaa.gov'
Subject: Federal Highway Administration – California Division, Hazel Avenue/U.S. Route 50

Hello – I am requesting an ESA species list. Please see below. Thank you.

Federal Agency: Federal Highway Administration – California Division
Federal Agency Address: 650 Capitol Mall, Suite 4-100, Sacramento, CA 95814 4708
Non-Federal Agency Representative: California Department of Transportation
Non-Federal Agency Representative Address: 703 B Street, Marysville, CA 95901
Project Name: Hazel Avenue/U.S. Route 50 Interchange Project
Point-of-Contact Tina Sorvari – ICF 916-231-9738 tina.sorvari@icf.com

Quad Name **Folsom**
Quad Number **38121-F2**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - X
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - X
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

TINA SORVARI | Environmental Planner | +1.916.231.9738 direct | tina.sorvari@icf.com | icf.com
ICF | 980 9th Street, Suite 1200, Sacramento, CA 95814 USA | +1.916.834.4722 mobile

Celebrating **50 Years** of Making Big Things Possible | 1969 – 2019

Sorvari, Tina

From: NMFSWCRCA Specieslist - NOAA Service Account <nmfswcrca.specieslist+canned.response@noaa.gov>
Sent: Wednesday, July 17, 2019 11:06 AM
To: Sorvari, Tina
Subject: Re: Federal Highway Administration – California Division, Hazel Avenue/U.S. Route 50

Receipt of this message confirms that NMFS has received your email to nmfswcrca.specieslist@noaa.gov. If you are a federal agency (or representative) and have followed the steps outlined on the California Species List Tools web page (http://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html), you have generated an official Endangered Species Act species list.

Messages sent to this email address are not responded to directly. For project specific questions, please contact your local NMFS office.

Northern California/Klamath (Arcata) 707-822-7201

North-Central Coast (Santa Rosa) 707-387-0737

Southern California (Long Beach) 562-980-4000

California Central Valley (Sacramento) 916-930-3600

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Carmichael (3812153) OR Buffalo Creek (3812152) OR Citrus Heights (3812163) OR Clarksville (3812161) OR Folsom (3812162) OR Folsom SE (3812151))
 AND Taxonomic Group IS (Dune OR Scrub OR Herbaceous OR Marsh OR Riparian OR Woodland OR Forest OR Alpine OR Inland Waters OR Marine OR Estuarine OR Riverine OR Palustrine OR Ferns OR Gymnosperms OR Monocots OR Dicots OR Lichens OR Bryophytes)

Hazel Avenue/US 50 Interchange Project

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Ceanothus roderickii Pine Hill ceanothus	PDRHA04190	Endangered	Rare	G1	S1	1B.1
Chlorogalum grandiflorum Red Hills soaproot	PMLIL0G020	None	None	G3	S3	1B.2
Clarkia biloba ssp. brandegeeae Brandegee's clarkia	PDONA05053	None	None	G4G5T4	S4	4.2
Crocanthemum suffrutescens Bisbee Peak rush-rose	PDCIS020F0	None	None	G2?Q	S2?	3.2
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Eryngium pinnatisectum Tuolumne button-celery	PDAPI0Z0P0	None	None	G2	S2	1B.2
Fremontodendron decumbens Pine Hill flannelbush	PDSTE03030	Endangered	Rare	G1	S1	1B.2
Fritillaria agrestis stinkbells	PMLIL0V010	None	None	G3	S3	4.2
Galium californicum ssp. sierrae El Dorado bedstraw	PDRUB0N0E7	Endangered	Rare	G5T1	S1	1B.2
Gratiola heterosepala Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
Juncus leiospermus var. ahartii Ahart's dwarf rush	PMJUN011L1	None	None	G2T1	S1	1B.2
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Navarretia myersii ssp. myersii pincushion navarretia	PDPLM0C0X1	None	None	G2T2	S2	1B.1
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Northern Volcanic Mud Flow Vernal Pool Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	
Orcuttia tenuis slender Orcutt grass	PMPOA4G050	Threatened	Endangered	G2	S2	1B.1
Orcuttia viscida Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
Packera layneae Layne's ragwort	PDAST8H1V0	Threatened	Rare	G2	S2	1B.2
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Valley Needlegrass Grassland Valley Needlegrass Grassland	CTT42110CA	None	None	G3	S3.1	
Wyethia reticulata El Dorado County mule ears	PDAST9X0D0	None	None	G2	S2	1B.2

Record Count: 21

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Carmichael (3812153) OR Buffalo Creek (3812152) OR Citrus Heights (3812163) OR Clarksville (3812161) OR Folsom (3812162) OR Folsom SE (3812151))
 AND Taxonomic Group IS (Fish OR Amphibians OR Reptiles OR Birds OR Mammals OR Mollusks OR Arachnids OR Crustaceans OR Insects)

Hazel Avenue/US 50 Interchange Project

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
An andrenid bee *Andrena subapasta*	IIHYM35210	None	None	G1G2	S1S2	
bald eagle *Haliaeetus leucocephalus*	ABNKC10010	Delisted	Endangered	G5	S3	FP
bank swallow *Riparia riparia*	ABPAU08010	None	Threatened	G5	S2	
Blennosperma vernal pool andrenid bee *Andrena blennospermatis*	IIHYM35030	None	None	G2	S2	
burrowing owl *Athene cunicularia*	ABNSB10010	None	None	G4	S3	SSC
California black rail *Laterallus jamaicensis coturniculus*	ABNME03041	None	Threatened	G3G4T1	S1	FP
California linderiella *Linderiella occidentalis*	ICBRA06010	None	None	G2G3	S2S3	
California red-legged frog *Rana draytonii*	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Cooper's hawk *Accipiter cooperii*	ABNKC12040	None	None	G5	S4	WL
double-crested cormorant *Phalacrocorax auritus*	ABNFD01020	None	None	G5	S4	WL
ferruginous hawk *Buteo regalis*	ABNKC19120	None	None	G4	S3S4	WL
foothill yellow-legged frog *Rana boylii*	AAABH01050	None	Candidate Threatened	G3	S3	SSC
giant gartersnake *Thamnophis gigas*	ARADB36150	Threatened	Threatened	G2	S2	
golden eagle *Aquila chrysaetos*	ABNKC22010	None	None	G5	S3	FP
grasshopper sparrow *Ammodramus savannarum*	ABPBXA0020	None	None	G5	S3	SSC
great blue heron *Ardea herodias*	ABNGA04010	None	None	G5	S4	
great egret *Ardea alba*	ABNGA04040	None	None	G5	S4	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
hairy water flea *Dumontia oregonensis*	ICBRA23010	None	None	G1G3	S1	
merlin *Falco columbarius*	ABNKD06030	None	None	G5	S3S4	WL
midvalley fairy shrimp *Branchinecta mesovallensis*	ICBRA03150	None	None	G2	S2S3	
North American porcupine *Erethizon dorsatum*	AMAFJ01010	None	None	G5	S3	
pallid bat *Antrozous pallidus*	AMACC10010	None	None	G5	S3	SSC
Ricksecker's water scavenger beetle *Hydrochara rickseckeri*	IICOL5V010	None	None	G2?	S2?	
silver-haired bat *Lasionycteris noctivagans*	AMACC02010	None	None	G5	S3S4	
steelhead - Central Valley DPS *Oncorhynchus mykiss irideus pop. 11*	AFCHA0209K	Threatened	None	G5T2Q	S2	
Swainson's hawk *Buteo swainsoni*	ABNKC19070	None	Threatened	G5	S3	
tricolored blackbird *Agelaius tricolor*	ABPBXB0020	None	Candidate Endangered	G2G3	S1S2	SSC
valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	IICOL48011	Threatened	None	G3T2	S2	
vernal pool fairy shrimp *Branchinecta lynchi*	ICBRA03030	Threatened	None	G3	S3	
vernal pool tadpole shrimp *Lepidurus packardi*	ICBRA10010	Endangered	None	G4	S3S4	
western pond turtle *Emys marmorata*	ARAAD02030	None	None	G3G4	S3	SSC
western spadefoot *Spea hammondii*	AAABF02020	None	None	G3	S3	SSC
white-tailed kite *Elanus leucurus*	ABNKC06010	None	None	G5	S3S4	FP

Record Count: 34

CNPS California Native Plant Society

Inventory of Rare and Endangered Plants

Plant List

20 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 3812163, 3812162, 3812161, 3812153 3812152 and 3812151;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Calandrinia breweri	Brewer's calandrinia	Montiaceae	annual herb	(Jan)Mar-Jun	4.2	S4	G4
Ceanothus roderickii	Pine Hill ceanothus	Rhamnaceae	perennial evergreen shrub	Apr-Jun	1B.1	S1	G1
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	May-Jun	1B.2	S3	G3
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Onagraceae	annual herb	May-Jul	4.2	S4	G4G5T4
Crocanthemum suffrutescens	Bisbee Peak rush-rose	Cistaceae	perennial evergreen shrub	Apr-Aug	3.2	S2?	G2?Q
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	2B.2	S2	GU
Eriophyllum jepsonii	Jepson's woolly sunflower	Asteraceae	perennial herb	Apr-Jun	4.3	S3	G3
Eryngium pinnatisectum	Tuolumne button-celery	Apiaceae	annual / perennial herb	May-Aug	1B.2	S2	G2
Fremontodendron decumbens	Pine Hill flannelbush	Malvaceae	perennial evergreen shrub	Apr-Jul	1B.2	S1	G1
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	Mar-Jun	4.2	S3	G3
Galium californicum ssp. sierrae	El Dorado bedstraw	Rubiaceae	perennial herb	May-Jun	1B.2	S1	G5T1
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	Apr-Aug	1B.2	S2	G2
Juncus leiospermus var. ahartii	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	1B.2	S1	G2T1
Legenere limosa	legenere	Campanulaceae	annual herb	Apr-Jun	1B.1	S2	G2
Navarretia myersii ssp. myersii	pincushion navarretia	Polemoniaceae	annual herb	Apr-May	1B.1	S2	G2T2
Orcuttia tenuis	slender Orcutt grass	Poaceae	annual herb	May-Sep(Oct)	1B.1	S2	G2
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	Apr-Jul(Sep)	1B.1	S1	G1
Packera layneae	Layne's ragwort	Asteraceae	perennial herb	Apr-Aug	1B.2	S2	G2
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	1B.2	S3	G3
Wyethia reticulata	El Dorado County mule ears	Asteraceae	perennial herb	Apr-Aug	1B.2	S2	G2

Suggested Citation

California Native Plant Society, Rare Plant Program. 2018. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 17 October 2018].

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USACE Preliminary Jurisdictional Determination

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

December 12, 2018

Regulatory Division (SPK-2018-00952)

Sacramento County Department of Transportation
Attn: Mr. Steve White
4111 Branch Center Road
Sacramento, California 95827

Dear Mr. White:

We are responding to your October 16, 2018, request for a preliminary jurisdictional determination (JD) for the Hazel Avenue/U.S. 50 Interchange project site. The approximately 98-acre project site is located between U.S. 50 miles 15.1 and 17.5, inclusive of the Hazel Avenue interchange, areas south of the interchange along Folsom Boulevard and Nimbus Road, and extending approximately one mile eastward along U.S. 50, inclusive of the crossing location of Alder Creek, Latitude 38.63117°, Longitude -121.21457°, Sacramento County, California.

Based on available information, we concur with your aquatic resources delineation for the site as depicted on the enclosed August 2018, *Appendix A: Delineation of Potential Waters of the United States, Including Wetlands (Sheets 1-6)* drawings prepared by ICF (enclosure 1). The approximately 0.91 acre of aquatic resources present within the survey area (consisting of 0.02 acre of seasonal wetland, 0.20 acre of emergent wetland, 0.001 acre of ephemeral drainage, 0.13 acre of ditch and 0.56 acre of perennial drainage [Alder Creek]) are potential jurisdictional aquatic resources "waters of the United States" regulated under Section 404 of the Clean Water Act.

At your request, we have completed a preliminary JD for the site. Enclosed find a copy of the *Preliminary Jurisdictional Determination Form* (enclosure 2). Please sign and return the completed form to this office, at the address listed below, within 30 days of the date of this letter. If you do not return the signed form within 30 days, we will presume concurrence and finalize the preliminary jurisdictional determination.

You may request an approved JD for this site at any time prior to starting work within waters, including after a permit decision is made.

We recommend you provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

This preliminary jurisdictional determination has been conducted to identify the potential limits of wetlands and other aquatic resources at the project site which may be subject to U.S. Army Corps of Engineers jurisdiction under Section 404 of the Clean Water Act. A *Notification of Appeal Process and Request for Appeal Form* is enclosed to notify you of your options with this determination (enclosure 3).

We appreciate feedback, especially about interactions with our staff and processes.

Please refer to identification number SPK-2018-00952 in any correspondence concerning this project. If you have any questions, please contact Mary Pakenham-Walsh at U.S. Army Corps of Engineers Regulatory Division, California Delta Section 1325 J Street, Room 1350, Sacramento, CA 95814-2922, by email at *Mary.R.Pakenham-Walsh@usace.army.mil*, or telephone at (916) 557-7718. For program information or to complete our Customer Survey, visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx*.

Sincerely,

William H. Guthrie
Chief, California Delta Section
Regulatory Division

Enclosures

cc: (w/o encls)
Mr. Joseph Morgan, U.S. Environmental Protection Agency, Region 9, morgan.josepth@epamail.epa.gov
Ms. Stephanie Tadlock, California Regional Water Quality Control Board, Central Valley Region, Stephanie.Tadlock@waterboards.ca.gov
Ms. Marianne Biner, Sacramento County Office of Planning and Environmental Review, binerm@saccounty.net
Ms. Lisa Webber, ICF, Lisa.Webber@icf.com

Native American Consultation

U.S. 50/Hazel Avenue Interchange Project - Native American Coordination Tracking Log				
Name	**Affiliation**	**Contact**		**Results**
		Date Letter Mailed/E-mailed	**Follow-up Date**	
Native American Heritage Commission 1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691 (916) 373-3710 (916) 373-5471 Fax nahc@nahc.ca.gov	N/A	December 7, 2015	June 1, 2016	12/7/2015: EA sent SLS request. No response. 6/1/2016: SP sent follow-up request 6/15/2016: NAHC sent response letter, stating no Sacred Lands within the Project. Provided list of 17 Native American Contacts
Buena Vista Rancheria Rhonda Morningstar Pope, Chairperson 1418 20th Street, Suite 200 Sacramento, CA 95811 rhonda@buenavistatribe. (916) 491-0011 Office (916) 491-0012 Fax	Me-Wuk/ Miwok	October 31, 2016 (Section 106 Letter); November 1, 2016 (E-mail)	November 29, 2016/ March 6, 2017	11/29/16: Sac. County spoke with new TCP representative. Representative received notification letter and e-mail but has not had a chance to review documents. Representative is aware of project and indicated they will contact County at a future date. Provided contact information to TCP representative. 3/6/17: Sac. County spoke with Robert Columbo, TCP Representative. He said that he was familiar with the project and the tribe had no issues or concerns, especially with other tribes requesting project consultation.
Colfax-Todds Valley Consolidated Tribe Judith Marks 1068 Silverton Circle Lincoln, CA 95648 (916)434-7876 (916)759-8693	Maidu Miwok	October 31, 2016 (Section 106 Letter)	November 29, 2016/March 6, 2017	11/29/16: Sac County called; left voicemail message. 3/6/17: Sac County called; left voicemail message at first phone number. Called second phone number and talked with Ms. Marks. Sent notification letter with project information by e-mail on 3/7/17. 3/8/17: E-mail response received from Ms. Marks requesting site visit and tribal monitors when project is constructed. 5/5/2017: S. Pappas and C. Gregory attended site visit with Judith. Judith was provided with project maps and the project was discussed. Judith was not aware of any resources in the area and asked to be notified if anything was found during construction.
Colfax-Todds Valley Consolidated Tribe Pamela Cubbler P.O. Box 734 Foresthill, CA 95631 (530)320-3943 (530)367-2093 home	Miwok Maidu	October 31, 2016 (Section 106 Letter)	November 29, 2016	11/29/16: Sac County called and talked with Ms. Cubbler. She has been unable to check P.O. Box regarding if consultation letter was received. Discussed project with her; tribe may request consultation or more information at a later date. See responses above for additional follow-up.

Ione Band of Miwok Indians Cultural Committee P.O. Box 699 Plymouth, CA 95669 (209) 245-5800 Office (209) 245-3112 Fax	Miwok	October 31, 2016 (Section 106 Letter)	December 8, 2016	12/8/16: Carol Gregory spoke with Randy Yonemura, Cultural Committee Chair. Confirmed receipt of notification letter. Mr. Yonemura indicated he has concerns with the project due to the sensitivity of cultural resources within the area and requested consultation. Sent e-mail to Mr. Yonemura documenting phone conversation and consultation request along with possible dates/times for consultation meeting. 1/9/17: Follow-up phone call with Mr. Yonemura; left voicemail message. 1/12/17: Follow-up phone call with Mr. Yonemura on coordinating date/time for scheduling consultation meeting. 1/27/17: Consultation Meeting with Ione Band of Miwok Indians' Representatives, Sac County and ICF (see Consultation Meeting Notes). Meeting notes and sign-in sheet sent by e-mail on 1/30/17. Mr. Yonemura replied to e-mail on 2/1/17. 3/6/17: Follow-up e-mail sent to Mr. Yonemura by ICF regarding scheduling of field visit. 5/8/2017: Meeting with Randy Yonemura at Lake Natoma (see separate meeting notes) 8/9/2017: R. Yonemura left VM for S. Pappas asking for updated site visit. S. Pappas responded (via text) that he was out of country but could meet any day after Aug. 24th. 8/25/2017: R. Yonemura texted S. Pappas asking if he was back, S. Pappas responded yes, R. Yonemura responded that he would talk soon. 11/30/2017: R. Yonemura texted S. Pappas asking to call to consult on Hazel. S. Pappas advised that he would call R. Yonemura on 12/1/2017. 12/1/2017: S. Pappas called R. Yonemura, R. Yonemura advised Pappas to call Roger Aguilar (new cultural rep for the tribe) 559-479-6061 to set up meeting date and time. S. Pappas called R. Aguilar and set up meeting for Wednesday, December 6, 2017 at 9:00 (meet at Aquatic Center). 12/15/2017: 9:00 AM (Sac State Aquatic Center) Hazel field visit. Randy Yonemura, Roger Aguilar (Ione); Stephen Pappas (ICF). Discussed resources/history of area NW of Hwy 50. 2/1/2018: 10:00 AM (County of Sac offices) Hazel planning meeting: in attendance: ICF, Sac County, Engineers, Caltrans, IBMI. Discussed project timeline, Carol delivered Randy Yonemura record search results. 2/9/2018: 12:00 PM (Identity Coffee, Sacramento) IBMI mapping meeting with Randy Yonemura, Roger Aguilar (Ione); Stephen Pappas (ICF). IBMI mapping meeting. 2/20/2018: 10:00 AM (Nimbus Winery parking lot) Hazel field visit. Randy Yonemura, Roger Aguilar, Crystal Lucio (Ione); Stephen Pappas (ICF); Meg DeCourcy (Sac County). Discussed resources/history of area south of Hwy 50. 3/15/2018: 12:00 PM (Identity Coffee, Sacramento). IBMI mapping meeting with Randy Yonemura, Roger Aguilar, Crystal Lucio (Ione); Stephen Pappas (ICF) 5/1/2018: Mapping meeting with Pappas, Randy, Roger 2:00 PM Roger's residence. 5/15/2018: Final mapping meeting with Pappas and Roger 10:00 PM at Roger's residence.

U.S. 50/Hazel Avenue Interchange Project - Native American Coordination Tracking Log				
Name	**Affiliation**	**Contact**		**Results**
		Date Letter Mailed/E-mailed	**Follow-up Date**	
				5/22/2018: Meeting with Meg DeCourcy (Sac Co.), Randy and Roger. Randy went over final map of area surrounding APE to show Meg sensitive areas in region surrounding APE. 7/20/2018: ICF drafted a summary of the information gathered during the meetings and provided the documentation to the County for their records.
Ione Band of Miwok Indians Randy Yonemura, Cultural Committee Chair P.O. Box 699 9252 Bush Street, Suite 2 Plymouth, CA 95669 Randy_yonemura@yahoo.com	Miwok	June 1, 2016 (AB 52 letter-Emailed)	N/A	6/1/2016: Andrea Guerra (Sac County) Emailed AB 52 letter to Randy. No response received from Randy.
Ione Band of Miwok Indians Yvonne Miller, Chairperson P.O. Box 699 Plymouth, CA 95669 administrator@ionemiwok. (209) 245-5800 Office (209) 245-3112 Fax	Miwok	October 31, 2016 (Section 106 Letter); E-mail Undeliverable	December 8, 2016	See Responses Above. Randy Yonemura is the IBMI Cultural Committee and IBMI has designated Yonemura as the point of contact for consultation.
Nashville-El Dorado Miwok Cosme Valdez, Interim Chief Executive Officer P.O. Box 580986 Elk Grove, CA 95758 valdezcom@comcast.net (916) 429-8047 Voice/Fax	Miwok	October 31, 2016 (Section 106 Letter); E-mail Undeliverable	December 8, 2016/ February 28, 2017	12/8/16: Sac County called; left voicemail message. 2/28/17: Sac County called; left voicemail message.
Shingle Springs Band of Miwok Indians Herma Olanio, Vice Chairperson P.O. Box 1340 Shingle Springs, CA 95682 holanio@ssband.org (530) 676-801 Office (530) 676-8033 Fax	Miwok Maidu	October 31, 2016 (Section 106 Letter); November 1, 2016 (E-mail)	December 8, 2016/ February 28, 2017	12/8/16: Sac County called; left voicemail message to another representative (see below). See Responses Below on additional follow-up.

U.S. 50/Hazel Avenue Interchange Project - Native American Coordination Tracking Log				
Name	**Affiliation**	**Contact**		**Results**
		Date Letter Mailed/E-mailed	**Follow-up Date**	
Shingle Springs Band of Miwok Indians Nicholas Fonseca, Chairperson P.O. Box 1340 Shingle Springs, CA 95682 nfonseca@ssband.org (530) 387-1400 (530) 387-8067 Fax	Miwok Maidu	October 31, 2016 (Section 106 Letter); November 1, 2016 (E-mail)	December 8, 2016/ February 28, 2017	12/8/16: Phone number listed was not accepting calls at the time. 2/28/17: Phone number listed was not accepting calls at the time.
Shingle Springs Band of Miwok Indians Daniel Fonseca, Cultural Resources Director P.O. Box 1340 Shingle Springs, CA 95682 (530) 387-1400 (530) 387-8067 Fax	Miwok Maidu	October 31, 2016 (Section 106 Letter); E-mail Undeliverable	December 8, 2016/ February 28, 2017	12/8/16: Sac County called; left voicemail message. 2/28/17: Sac County called and spoke with representative. She advised to send her the notification letter with project information by e-mail and she would forward the document to the tribe's Cultural Resources' Department. E-mail sent with letter attachment after phone conversation. Sac County has not heard back from
Tsi Akim Maidu Jason Ryberg, Vice Chairperson 11442 Butler Road Grass Valley, CA 95945 tsi-akim-maidu@att.net (530) 210-7743	Maidu	October 31, 2016 (Section 106 Letter); November 1, 2016 (E-mail)	December 8, 2016	12/8/16: Sac County called; left voicemail message. Spoke with another representative who indicated Tsi Akim Maidu has no concerns with the project.
Tsi Akim Maidu Grayson Coney, Cultural Director P.O. Box 1316 Colfax, CA 95713 tsi-akim-maidu@att.net (530)383-7234	Maidu	October 31, 2016 (Section 106 Letter); November 1, 2016 (E-mail)	December 8, 2016	12/8/16: Sac County called and spoke with Mr. Coney. He indicated that the Tsi-Akim Maidu has no concerns with the project. No additional follow-up needed.
Tsi Akim Maidu Don Ryberg, Chairperson 11442 Butler Road Grass Valley, CA 95945 tsi-akim-maidu@att.net (530) 210-7743	Maidu	October 31, 2016 (Section 106 Letter); November 1, 2016 (E-mail)	December 8, 2016	12/8/16: Sac County called; left voicemail message. Spoke with another representative who indicated Tsi Akim Maidu has no concerns with the project.

U.S. 50/Hazel Avenue Interchange Project - Native American Coordination Tracking Log				
Name	**Affiliation**	**Contact**		**Results**
		Date Letter Mailed/E-mailed	**Follow-up Date**	
United Auburn Indian Community of the Auburn Rancheria Marcos Guerrero, Tribal Preservation Committee 10720 Indian Hill Road Auburn, CA 95603 mguerrero@auburnrancheria.com (530) 883-2364 Office (530) 883-2320 Fax	Maidu Miwok	October 31, 2016 (Section 106 Letter); November 2, 2016 (E-mail)	--	11/2/16: Sac County: E-mail response received. Stated concerns with the project and request for site visit. 11/17/16: Consultation Meeting with UAIC, ICF, Sac County, Mark Thomas (see Consultation Meeting Notes). Meeting notes sent by e-mail on 1/9/17. 12/15/16: Sac. County received formal AB-52 and Section 106 Consultation Letters from Gene Whitehouse. 1/13/17: Marketing Package, preferred Mitigation Measures, and Protocols/Procedures received from UAIC. 2/23/17: Example Scope of Work sent to UAIC for preparation of Scope of Work related to project consultation. 3/7/17: Example Scope of Work resent to UAIC for preparation of Scope of Work related to project consultation. 1/18/2018: Field visit with ICF, UAIC, Sac County, Mark Thomas on Aerojet portion of APE. Area was walked, UAIC had no concerns of area in Aerojet.
United Auburn Indian Community of the Auburn Rancheria Gene Whitehouse, Chairperson 10720 Indian Hill Road Auburn, CA 95603 (530) 883-2390 Office (530) 883-2380 Fax	Maidu Miwok	January 29, 2016 (AB 52 letter – emailed); October 31, 2016 (Section 106 Letter)	--	1/29/2016: Andrea Guerra (Sac County) E-mailed AB 52 notification letter to Gene. See Responses Above, Marcos Guerrero has been the contact for NA Coordination.
United Auburn Indian Community of the Auburn Rancheria Matthew Moore, THPO 10720 Indian Hill Road Auburn, CA 95603 mmoore@auburnrancheria.com (916) 316-3772 Cell (530) 883-2390 (530) 888-5476 - Fax	Maidu Miwok	January 29, 2016 (original AB 52 letter); October 31, 2016 (Section 106 Letter); November 2, 2016 (E-mail)	--	See Responses Above, Marcos Guerrero has been the contact for NA Coordination.

U.S. 50/Hazel Avenue Interchange Project - Native American Coordination Tracking Log				
Name	**Affiliation**	**Contact**		**Results**
		Date Letter Mailed/E-mailed	**Follow-up Date**	
Wilton Rancheria Raymond Hitchcock, Chairperson 9728 Kent Street Elk Grove, CA 95624 rhitchcock@wiltonrancheria-nsn.gov (916) 683-6000 Office (916) 683-6015 Fax	Miwok	October 31, 2016 (Section 106 Letter); November 2, 2016 (E-mail)	December 12, 2016/ February 28, 2017	Per AB-52 Notification, e-mails received on 2/8/16 and 6/16/16 requesting consultation. County staff responded by e-mail for both responses indicating that technical studies were in progress. 12/12/16: Sac County called; left voicemail message for Antonio Ruiz Jr. as a follow-up to e-mails from AB-52 request and notification letters sent per Section 106 consultation. 12/12/16: Formal AB-52 and Section 106 Tribal Consultation Letter received. 1/31/17: E-mail sent to Ed Silva, Tribal Resources Coordinator, for scheduling initial consultation meeting, pursuant to consultation letter received. 2/28/17: Sac County called and left voicemail message for Ed Silva regarding scheduling of initial consultation meeting. 3/1/17: Mr. Silva left voicemail indicating he will follow-up with Tribe's Director on consultation request.
Wilton Rancheria Steven Hutchason, Executive Director Environmental 9728 Kent Street Elk Grove, CA 95624 shutchason@wiltonrancheria-nsn.gov (916) 683-6000 Office (916) 683-6015 Fax	Miwok	January 29, 2016 (AB 52 letter – emailed) October 31, 2016 (Section 106 Letter); November 2, 2016 (E-mail)	December 12, 2016/ February 28, 2017	1/29/2016: Andrea Guerra (Sac County) Emailed AB 52 notification letter. 2/8/2016, 6/16/2016: Per AB-52 Notification, e-mails received on 2/8/16 and 6/16/16 requesting consultation. County staff responded by e-mail for both responses indicating that technical studies were in progress. 12/12/16: Sac County called; left voicemail message for Antonio Ruiz Jr. as a follow-up to e-mails from AB-52 request and notification letters sent per Section 106 consultation. 12/12/16: Sac County called; left voicemail message for Antonio Ruiz Jr. as a follow-up to e-mails from AB-52 request and notification letters sent per Section 106 consultation. 12/12/16: Formal AB-52 and Section 106 Tribal Consultation Letter received. 1/31/17: E-mail sent to Ed Silva, Tribal Resources Coordinator, for scheduling initial consultation meeting, pursuant to consultation letter received. 2/28/17: Called and left voicemail message for Ed Silva regarding scheduling of initial consultation meeting. 3/1/17: Mr. Silva left voicemail indicating he will follow-up with Tribe's Director on consultation request. 4/19/17: Sac Co. called Mr. Silva regarding project. County PER will be meeting with Wilton Rancheria representatives to discuss several projects, including the subject project on May 3rd. Mr. Silva indicated that pre-comments may be received before the meeting and at the meeting it will be discussed how to move forward with project consultation. 5/3/17: Project was briefly discussed at projects update meeting, but no formal comments, site visits, or additional follow-up was requested by tribal representative.

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Hazel Ave/US 50 Interchange Project

County: Sacramento

USGS Quadrangle Name: Folsom, Buffalo Creek

Township: 9N **Range:** 7E **Section(s):** Unsectioned (Rio de los Americanos)

Company/Firm/Agency: ICF International

Street Address: 630 K Street #400

City: Sacramento **Zip:** 95818

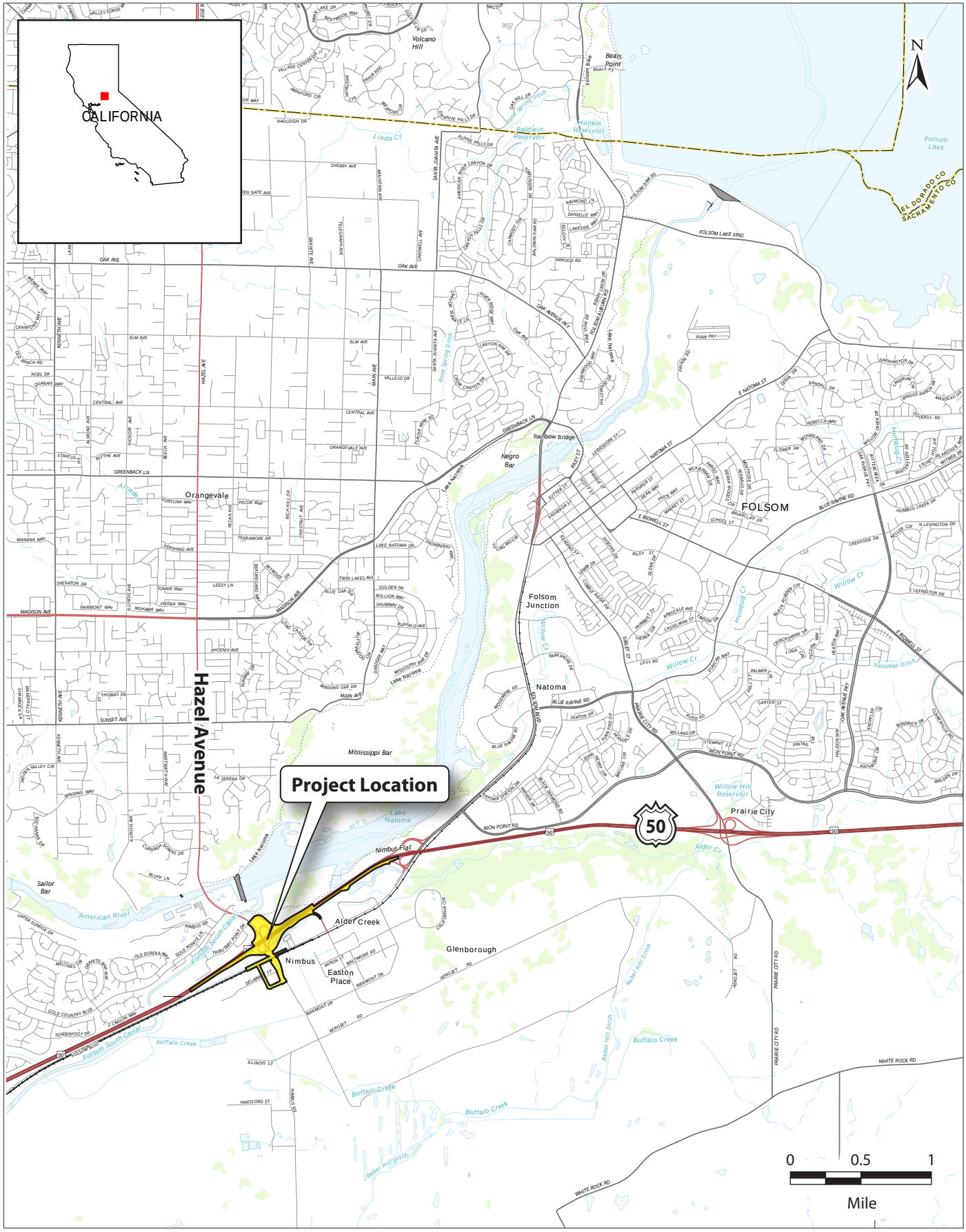
Phone: 916-737-3000

Fax: 916-737-3030

Email: erik.allen@icfi.com

Project Description:

This project proposes improvements at the Hazel Avenue interchange with U.S. 50, located in the County of Sacramento. See attached map for proposed project area of potential impact.



00529.15 Task 003 (10-26-2015) SS

Figure 1
Project Location

From: Pappas, Steve
To: "nahc@nahc.ca.gov"
Subject: Sacred Lands Search Hwy 50/Hazel Ave (project #00529.15)
Date: Wednesday, June 01, 2016 3:50:00 PM
Attachments: NAHC_SLS_packet_2016_06_01.pdf

NAHC,

Could you please conduct a Sacred Lands File Search and provide a list of Native American Contacts for the attached project location? If you have any questions, please feel free to contact me at the information below.

Attached:
-Sacred Lands File Search Request Form
-Project Location Map

Thank you,

STEPHEN PAPPAS | Associate Archaeologist | 916.231.7649 (o) | stephen.pappas@icfi.com | icfi.com
ICF INTERNATIONAL | 630 K Street, Suite 400, Sacramento, CA 95814 | 530.218.8485 (m)
Connect with us on social media.

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95501
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Hazel Ave/US 50 Interchange Project (#00529.15)

County: Sacramento

USGS Quadrangle

Name: Folsom, Buffalo Creek

Township: 9N Range: 7E Section(s): Unsectioned (Rio de los Americanos)

Company/Firm/Agency:

ICF International

Contact Person: Stephen Pappas

Street Address: 630 K Street, suite 400

City: Sacramento Zip: 95814

Phone: (916) 737-3000 Extension:

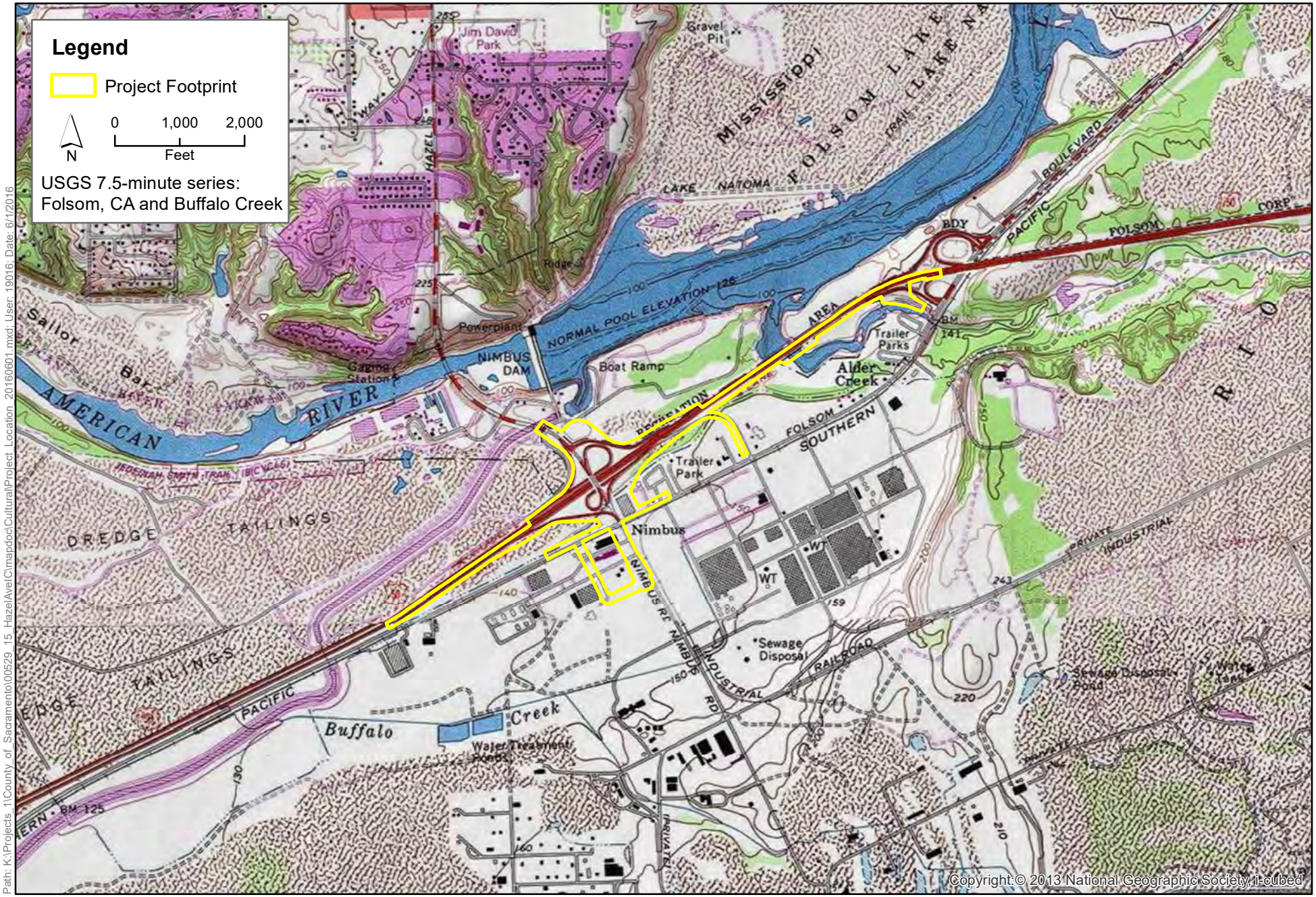
Fax: (916) 737-3030

Email: stephen.pappas@icfi.com

Project Description:

This project proposes improvements at the Hazel Avenue interchange with U.S. 50, located in the County of Sacramento. See attached map for proposed project area of potential impact.

☑ Project Location Map is attached



Path: K:\Projects_1\County_of_Sacramento\00529_15_HazelAveIC\mapdoc\Cultural\Project_Location_20160601.mxd User: 19016 Date: 6/1/2016

Figure X
Hazel Avenue/U.S. 50 Interchange Project

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 Fax

June 15, 2016

Stephen Pappas
ICF International

Email to: Stephen.pappas@icfi.com
Number of Pages: 4

Re: Hazel Ave./US 50-Interchange Project (#00529.15), Sacramento County.

Dear Mr. Pappas,

Attached is a list of tribes that have cultural and traditional affiliation to the area of potential project effect (APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult, as may be required under particular state statutes. If a response has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow-up with a telephone call to ensure that the project information has been received.

The NAHC also recommends that project proponents conduct a record search of the NAHC Sacred Lands File (SLF) at the appropriate regional archaeological Information Center of the California Historic Resources Information System (CHRIS) (http://ohp.parks.ca.gov/?page_id=1068) to determine if any tribal cultural resources are located within the area(s) affected by the proposed action. The SFL, established under Public Resources Code section 5094, are sites submitted for listing to the NAHC by California Native American tribes. The SFL, established under Public Resources Code section 5094, are sites submitted for listing to the NAHC by California Native American tribes. A record search of the SLF was completed for the APE referenced above with negative results. Please note records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of tribal cultural resources. A tribe may be the only source of information regarding the existence of tribal cultural resources.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: frank.lienert@nahc.ca.gov

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Environmental Planner

Native American Contact List
Sacramento County
June 15, 2016

Buena Vista Rancheria
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200 Me-Wuk / Miwok
Sacramento , CA 95811
rhonda@buenavistatribe.
(916) 491-0011 Office

(916) 491-0012 Fax

Ione Band of Miwok Indians
Yvonne Miller, Chairperson
P.O. Box 699 Miwok
Plymouth , CA 95669
administrator@ionemiwok.
(209) 245-5800 Office

(209) 245-3112 Fax

Colfax-Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle Miwok
Lincoln , Ca 95648 Maidu
(916) 434-7876
(916) 759-8693

Ione Band of Miwok Indians Cultural Committee
P.O. Box 699 Miwok
Plymouth , CA 95669
(209) 245-5800 Office

(209) 245-3112 Fax

Colfax-Todds Valley Consolidated Tribe
Pamela Cubbler
P.O. Box 734 Miwok
Foresthill , Ca 95631 Maidu
(530) 320-3943
(530) 367-2093 home

Nashville-El Dorado Miwok
Cosme Valdez, Interim Chief Executive Officer
P.O. Box 580986 Miwok
Elk Grove , CA 95758
valdezcom@comcast.net
(916) 429-8047 Voice/Fax

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.
This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Hazel Ave/US 50 Interchange Project (#00529.15), Sacramento County.

Native American Contact List
Sacramento County
June 15, 2016

Shingle Springs Band of Miwok Indians
Hermo Olanio, Vice Chairperson
P.O. Box 1340 Miwok
Shingle Springs, CA 95682 Maidu
holanio@ssband.org
(530) 676-8010 Office

(530) 676-8033 Fax

Tsi Akim Maidu
Jason Ryberg, Vice Chairperson
11442 Butler Road Maidu
Grass Valley , CA 95945
tsi-akim-maidu@att.net
(530) 210-7743

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340 Miwok
Shingle Springs, CA 95682 Maidu
nfonseca@ssband.org
(530) 387-1400
(530) 387-8067 Fax

Tsi Akim Maidu
Grayson Coney, Cultural Director
P.O. Box 1316 Maidu
Colfax , CA 95713
tsi-akim-maidu@att.net
(530) 383-7234

Shingle Springs Band of Miwok Indians
Daniel Fonseca, Cultural Resource Director
P.O. Box 1340 Miwok
Shingle , CA 95682 Maidu
(530) 676-8010 Office

(530) 676-8033 Fax

Tsi Akim Maidu
Don Ryberg, Chairperson
11442 Butler Road Maidu
Grass Valley , CA 95945
tsi-akim-maidu@att.net
(530) 210-7743

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Hazel Ave/US 50 Interchange Project (#00529.15), Sacramento County.

Native American Contact List
Sacramento County
June 15, 2016

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
(530) 883-2390 Office

(530) 883-2380 Fax

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street Miwok
Elk Grove , CA 95624
rhitchcock@wiltonrancheria-nsn.gov
(916) 683-6000 Office

(916) 683-6015 Fax

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
mguerrero@auburnrancheria.com
(530) 883-2364 Office

(530) 883-2320 Fax

Wilton Rancheria
Steven Hutchason, Executive Director Environmental
9728 Kent Street Miwok
Elk Grove , CA 95624
shutchason@wiltonrancheria-nsn.gov
(916) 683-6000, Ext. 2006

(916) 683-6015 Fax

United Auburn Indian Community of the Auburn Rancheria
Mathew Moore, THPO
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
jcamp@auburnrancheria.com
(916) 316-3772 Cell
(530) 883-2390
(530) 888-5476 - Fax

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.
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Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Buena Vista Rancheria
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200
Sacramento, CA 95811

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Chairperson Morningstar Pope:

Sacramento County would like to invite the Buena Vista Rancheria to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

The County of Sacramento, in cooperation with the California Department of Transportation (Caltrans) and the City of Rancho Cordova, proposes to modify the existing U.S. Route 50 (U.S. 50)/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. The project is being proposed to relieve existing congestion at the interchange and to accommodate planned and approved developments identified by the adopted Sacramento County General Plan and the Sacramento Area Council of Government's Regional Transportation Plan.

Enclosed, please find project vicinity maps, the Area of Potential Effect (APE), and representative photographs of the APE. Two alternatives, with one sub-alternative, have been developed for the project.

- Alternative 1: This alternative consists of a modified type L-9 interchange configuration.
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- Alternative 2: This alternative consists of a modified type L-9 interchange configuration, with a flyover ramp carrying vehicles traveling from eastbound U.S. 50 to northbound Hazel Avenue over the freeway to join with the westbound U.S. 50 off-ramp.

We would appreciate any information you may have regarding sites, traditional cultural properties, values, or other cultural resource considerations within the project area so this information may inform the planning phase of the project. Thank you for your interest in County projects. If you have questions or comments, please contact environmental project manager, Carol Gregory at (916) 874-5458 or Stephen Pappas with ICF at (916) 231-7649.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Colfax- Todds Valley Consolidated Tribe
Judith Marks
1068 Silverton Circle
Lincoln, CA 95648

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Ms. Marks:

Sacramento County would like to invite the Colfax- Todds Valley Consolidated Tribe to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

The County of Sacramento, in cooperation with the California Department of Transportation (Caltrans) and the City of Rancho Cordova, proposes to modify the existing U.S. Route 50 (U.S. 50)/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. The project is being proposed to relieve existing congestion at the interchange and to accommodate planned and approved developments identified by the adopted Sacramento County General Plan and the Sacramento Area Council of Government's Regional Transportation Plan.

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- Alternative 2: This alternative consists of a modified type L-9 interchange configuration, with a flyover ramp carrying vehicles traveling from eastbound U.S. 50 to northbound Hazel Avenue over the freeway to join with the westbound U.S. 50 off-ramp.

We would appreciate any information you may have regarding sites, traditional cultural properties, values, or other cultural resource considerations within the project area so this information may inform the planning phase of the project. Thank you for your interest in County projects. If you have questions or comments, please contact environmental project manager, Carol Gregory at (916) 874-5458 or Stephen Pappas with ICF at (916) 231-7649.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Colfax- Todds Valley Consolidated Tribe
Pamela Cubbler
P.O. Box 734
Foresthill, CA 95631

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Ms. Cubbler:

Sacramento County would like to invite the Colfax- Todds Valley Consolidated Tribe to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

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We would appreciate any information you may have regarding sites, traditional cultural properties, values, or other cultural resource considerations within the project area so this information may inform the planning phase of the project. Thank you for your interest in County projects. If you have questions or comments, please contact environmental project manager, Carol Gregory at (916) 874-5458 or Stephen Pappas with ICF at (916) 231-7649.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Ione Band of Miwok Indians
Yvonne Miller, Chairperson
P.O. Box 699
Plymouth, CA 95669

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Chairperson Miller:

Sacramento County would like to invite the Ione Band of Miwok Indians to consult on the U.S. 50/Hazel Avenue Interchange Project. This consultation is to take place concurrently with AB-52. Project AB-52 notification letters were sent earlier this year. This consultation is to take place concurrently with AB-52. Project AB-52 notification letters were sent earlier this year. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

The County of Sacramento, in cooperation with the California Department of Transportation (Caltrans) and the City of Rancho Cordova, proposes to modify the existing U.S. Route 50 (U.S. 50)/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. The project is being proposed to relieve existing congestion at the interchange and to accommodate planned and approved developments identified by the adopted Sacramento County General Plan and the Sacramento Area Council of Government's Regional Transportation Plan.

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- Alternative 2: This alternative consists of a modified type L-9 interchange configuration, with a flyover ramp carrying vehicles traveling from eastbound U.S. 50 to northbound Hazel Avenue over the freeway to join with the westbound U.S. 50 off-ramp.

We would appreciate any information you may have regarding sites, traditional cultural properties, values, or other cultural resource considerations within the project area so this information may inform the planning phase of the project. Thank you for your interest in County projects. If you have questions or comments, please contact environmental project manager, Carol Gregory at (916) 874-5458 or Stephen Pappas with ICF at (916) 231-7649.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Ione Band of Miwok Indians Cultural Committee
P.O. Box 699
Plymouth, CA 95669

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Ione Band of Miwok Indians Cultural Committee:

Sacramento County would like to invite the Ione Band of Miwok Indians to consult on the U.S. 50/Hazel Avenue Interchange Project. This consultation is to take place concurrently with AB-52. Project AB-52 notification letters were sent earlier this year. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

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Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Nashville-El Dorado Miwok
Cosme Valdez, Interim Chief Executive Officer
P.O. Box 580986
Elk Grove, CA 95758

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Interim Chief Executive Officer Valdez:

Sacramento County would like to invite the Nashville-El Dorado Miwok to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

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We would appreciate any information you may have regarding sites, traditional cultural properties, values, or other cultural resource considerations within the project area so this information may inform the planning phase of the project. Thank you for your interest in County projects. If you have questions or comments, please contact environmental project manager, Carol Gregory at (916) 874-5458 or Stephen Pappas with ICF at (916) 231-7649.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

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Department of
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Michael J. Penrose,
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Planning & Environmental Review

October 27, 2016

Shingle Springs Band of Miwok Indians
Hermo Olanio, Vice Chairperson
P.O. Box 1340
Shingle Springs, CA 95682

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Vice Chairperson Olanio:

Sacramento County would like to invite the Shingle Springs Band of Miwok Indians to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

The County of Sacramento, in cooperation with the California Department of Transportation (Caltrans) and the City of Rancho Cordova, proposes to modify the existing U.S. Route 50 (U.S. 50)/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. The project is being proposed to relieve existing congestion at the interchange and to accommodate planned and approved developments identified by the adopted Sacramento County General Plan and the Sacramento Area Council of Government's Regional Transportation Plan.

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- Alternative 2: This alternative consists of a modified type L-9 interchange configuration, with a flyover ramp carrying vehicles traveling from eastbound U.S. 50 to northbound Hazel Avenue over the freeway to join with the westbound U.S. 50 off-ramp.

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Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Shingle Springs Band of Miwok Indians
Nicholas Fonseca, Chairperson
P.O. Box 1340
Shingle Springs, CA 95682

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Chairperson Fonseca:

Sacramento County would like to invite the Shingle Springs Band of Miwok Indians to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

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Catherine Hack

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cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
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October 27, 2016

Shingle Springs Band of Miwok Indians
Daniel Fonseca, Cultural Resources Director
P.O. Box 1340
Shingle Springs, CA 95682

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Director Fonseca:

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Department of Community Development - Planning and Environmental Review
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Michael J. Penrose,
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Planning & Environmental Review

October 27, 2016

Tsi Akim Maidu
Jason Ryberg, Vice Chairperson
11442 Butler Road
Grass Valley, CA 95945

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Vice Chairperson Ryberg:

Sacramento County would like to invite the Tsi Akim Maidu to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

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Sacramento, CA 95833

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Department of Community Development - Planning and Environmental Review
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Michael J. Penrose,
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Planning & Environmental Review

October 27, 2016

Tsi Akim Maidu
Grayson Coney, Cultural Director
P.O. Box 1316
Colfax, CA 95713

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Director Coney:

Sacramento County would like to invite the Tsi Akim Maidu to consult on the U.S. 50/Hazel Avenue Interchange Project. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

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Department of Community Development - Planning and Environmental Review
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October 27, 2016

Tsi Akim Maidu
Don Ryberg, Chairperson
11442 Butler Road
Grass Valley, CA 95945

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

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Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

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Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

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Community Development
Michael J. Penrose,
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October 27, 2016

United Auburn Indian Community of the Auburn Rancheria
Marcos Guerrero, Tribal Preservation Committee
10720 Indian Hill Road
Auburn, CA 95603

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Mr. Guerrero:

Sacramento County would like to invite the United Auburn Indian Community of the Auburn Rancheria to consult on the U.S. 50/Hazel Avenue Interchange Project. This consultation is to take place concurrently with AB-52. Project AB-52 notification letters were sent earlier this year. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

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Catherine Hack

Catherine Hack, Environmental Coordinator

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cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
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Department of
Community Development
Michael J. Penrose,
Acting Director

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October 27, 2016

United Auburn Indian Community of the Auburn Rancheria
Mathew Moore, THPO
10720 Indian Hill Road
Auburn, CA 95603

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Mr. Moore:

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Sacramento, CA 95833

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Department of Community Development - Planning and Environmental Review
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Sacramento, CA 95814

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Michael J. Penrose,
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October 27, 2016

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road
Auburn, CA 95603

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Chairperson Whitehouse:

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Sacramento, CA 95833

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October 27, 2016

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

Dear Chairperson Hitchcock:

Sacramento County would like to invite the Wilton Rancheria to consult on the U.S. 50/Hazel Avenue Interchange Project. This consultation is to take place concurrently with AB-52. Project AB-52 notification letters were sent earlier this year. The project team includes: the County environmental project manager, Carol Gregory; County transportation project engineer, John Jaeger; the County's consulting cultural resources team, Stephen Pappas from ICF; and, Richard V. Olson from the California Department of Transportation (Caltrans). The County is the project manager and California Environmental Quality Act (CEQA) lead agency. Caltrans, as the Federal Highways Administration (FHWA) designated federal lead agency, is providing oversight to ensure compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA) for this federally funded project.

The County of Sacramento, in cooperation with the California Department of Transportation (Caltrans) and the City of Rancho Cordova, proposes to modify the existing U.S. Route 50 (U.S. 50)/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. The project is being proposed to relieve existing congestion at the interchange and to accommodate planned and approved developments identified by the adopted Sacramento County General Plan and the Sacramento Area Council of Government's Regional Transportation Plan.

Enclosed, please find project vicinity maps, the Area of Potential Effect (APE), and representative photographs of the APE. Two alternatives, with one sub-alternative, have been developed for the project.

- Alternative 1: This alternative consists of a modified type L-9 interchange configuration.
- Alternative 1a: This alternative is the same as Alternative 1 with the exception that the eastbound off-ramp will split and introduce a direct tunnel ramp under Hazel Avenue to carry eastbound off-ramp traffic to Aerojet Road and Folsom Boulevard.
- Alternative 2: This alternative consists of a modified type L-9 interchange configuration, with a flyover ramp carrying vehicles traveling from eastbound U.S. 50 to northbound Hazel Avenue over the freeway to join with the westbound U.S. 50 off-ramp.

We would appreciate any information you may have regarding sites, traditional cultural properties, values, or other cultural resource considerations within the project area so this information may inform the planning phase of the project. Thank you for your interest in County projects. If you have questions or comments, please contact environmental project manager, Carol Gregory at (916) 874-5458 or Stephen Pappas with ICF at (916) 231-7649.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Vicinity and Location Map, APE map, representative photographs

cc: Richard V. Olson, Associate Environmental Planner-Archaeologist
Caltrans
2379 Gateway Oaks Drive, #150
Sacramento, CA 95833

Carol Gregory, Environmental Project Manager
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

Department of
Community Development
Michael J. Penrose,
Acting Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

October 27, 2016

Wilton Rancheria
Steven Hutchason, Executive Director Environmental
9728 Kent Street
Elk Grove, CA 95624

03-SAC-50 U.S. 50/Hazel Avenue Interchange Project
PM 15.1-17.5; EA 03-3E380
FED PROJ No. E-FIS #03000020439

RE: Invitation to Begin Section 106 Consultation

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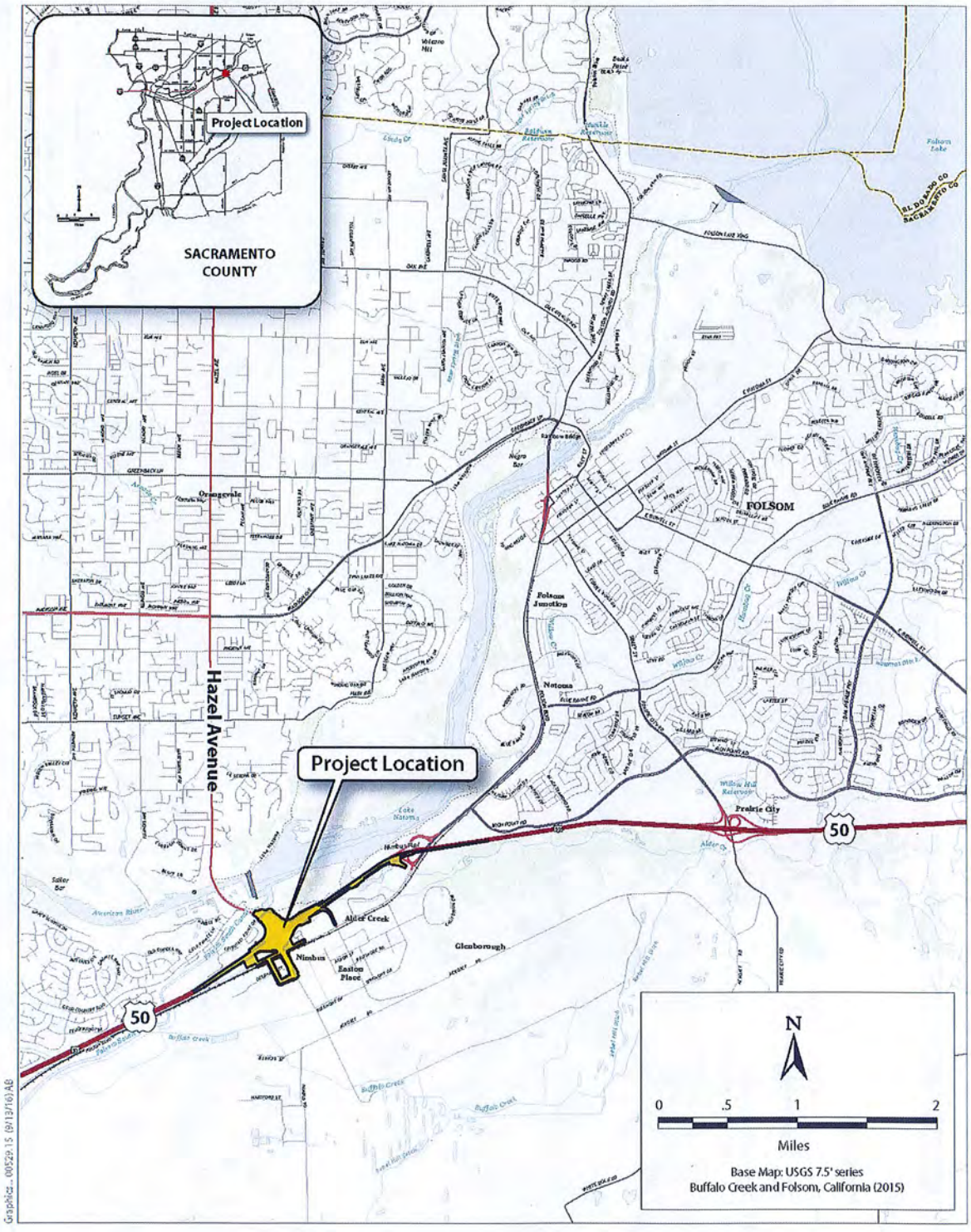
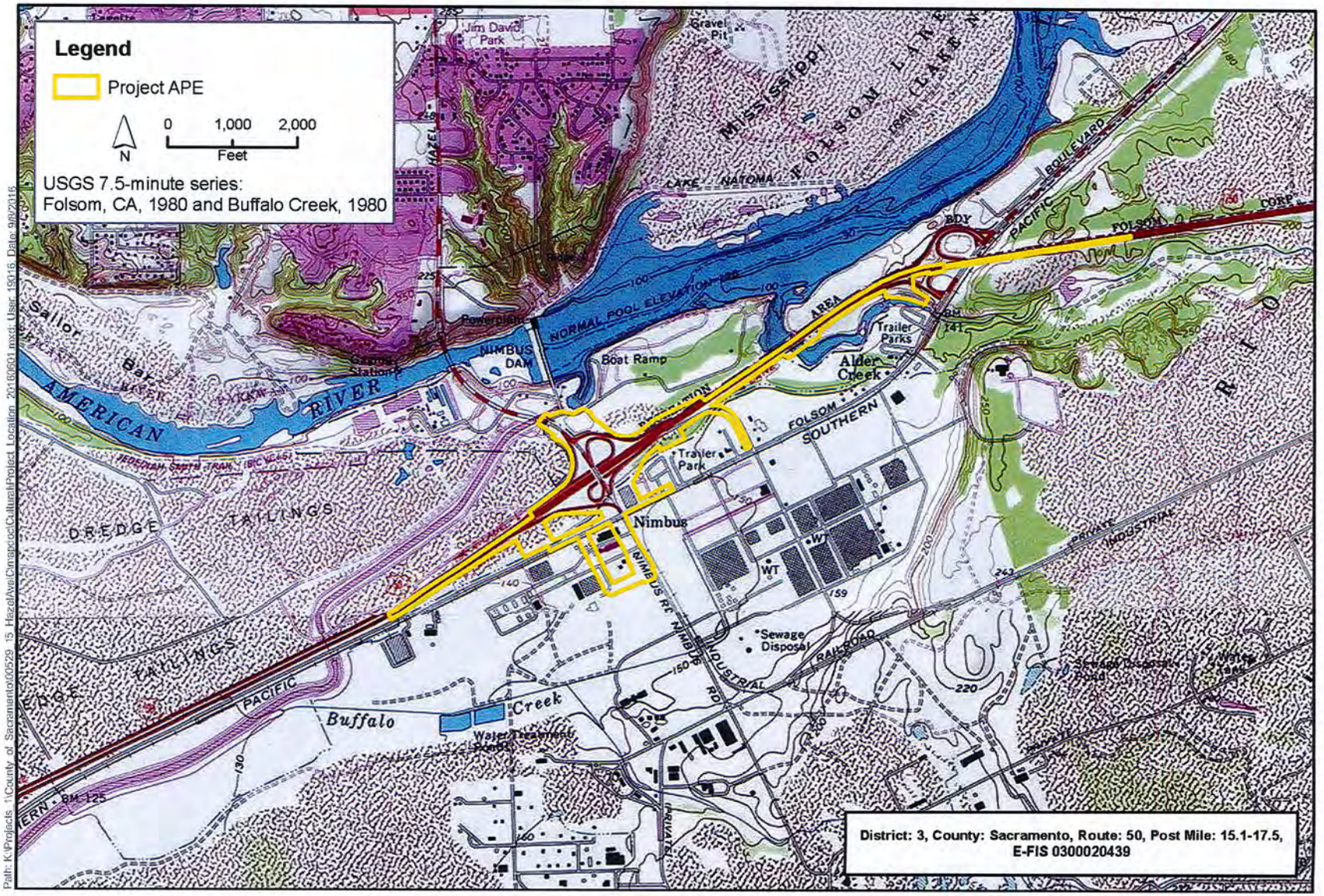
Department of Community Development - Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

Stephen Pappas, Associate Archaeologist
ICF
630 K Street, Suite 400
Sacramento, CA 95814

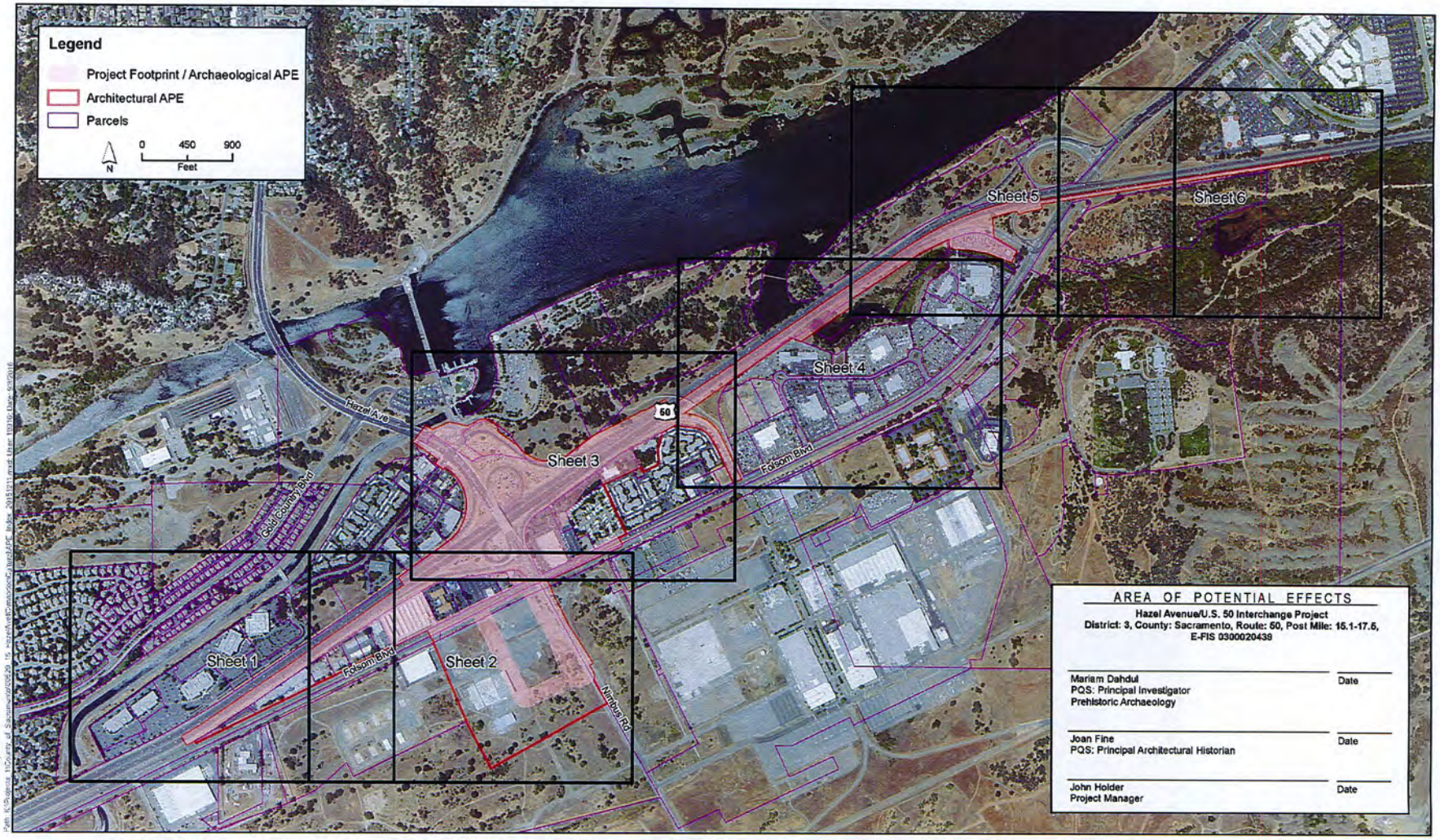
Project Vicinity Map

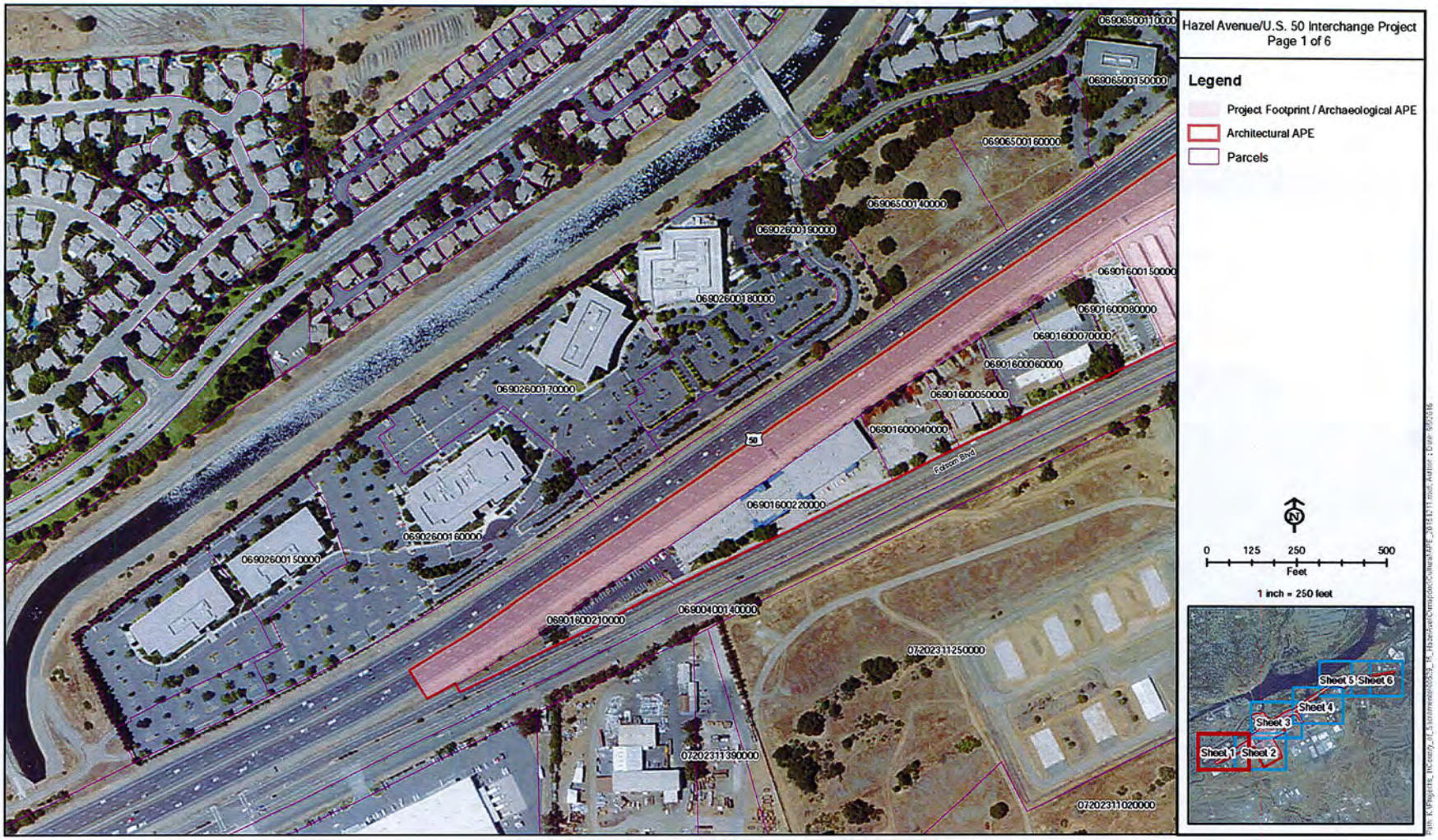


Project Location Map



Area of Potential Effect




Hazel Avenue/U.S. 50 Interchange Project
Page 1 of 6
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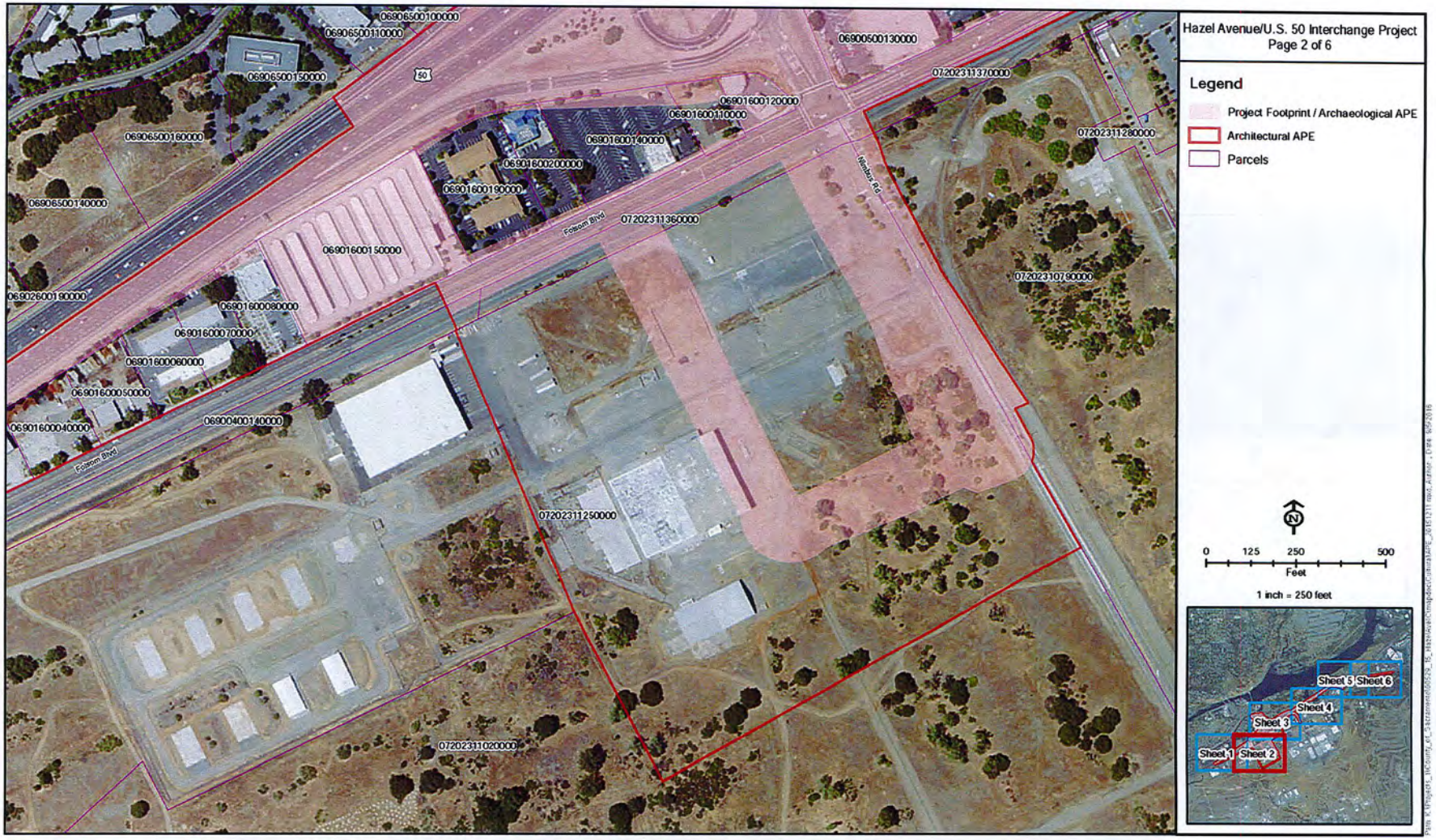
Hazel Avenue/U.S. 50 Interchange Project
Page 2 of 6
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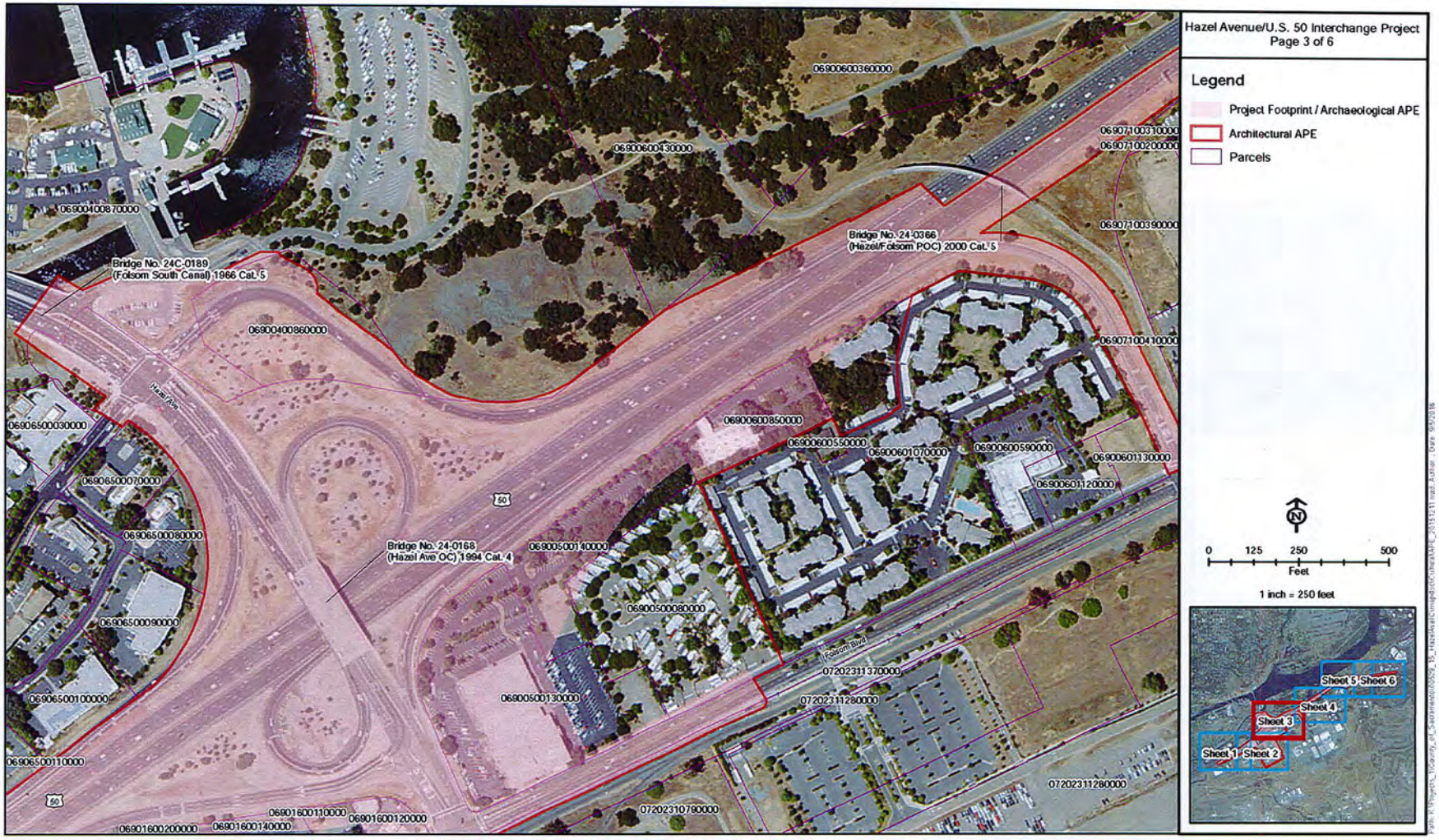
Hazel Avenue/U.S. 50 Interchange Project
Page 3 of 6
Legend
Project Footprint / Archaeological APE
Architectural APE
Parcels
Bridge No. 24C-0189
(Folsom South Canal) 1966 Cat. 5
Bridge No. 24-0366
(Hazel/Folsom POC) 2000 Cat. 5
Bridge No. 24-0168
(Hazel Ave OC) 1994 Cat. 4
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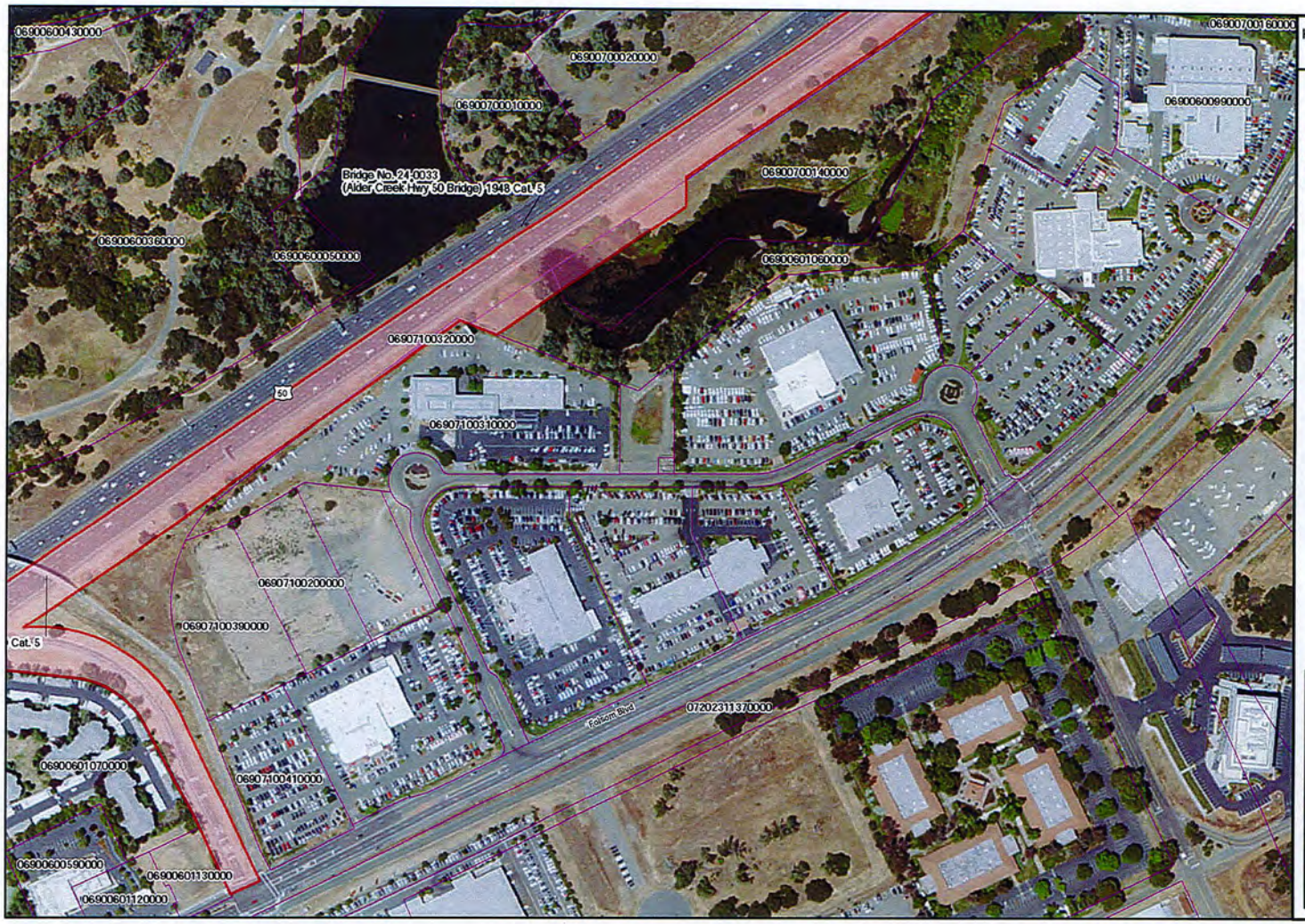

Hazel Avenue/U.S. 50 Interchange Project
Page 4 of 6

Legend

- Project Footprint / Archaeological APE
- Architectural APE
- Parcels

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Hazel Avenue/U.S. 50 Interchange Project
Page 5 of 6
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Hazel Avenue/U.S. 50 Interchange Project
Page 6 of 6
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Representative Photographs

Photo 1. View looking northeast at U.S. 50 east of Hazel.

Photo 2. View looking northwest at U.S. 50 off ramp north of Aerojet Road and Folsom Boulevard.

Photo 3. View looking southwest at eastern end of U.S. 50 westbound off ramp.

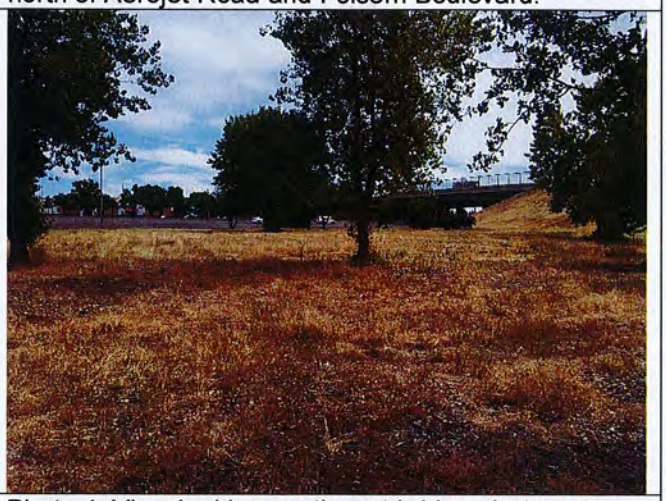


Photo 4. View looking southwest bridge abutment, looking north at the Cosumnes River.

Photo 5. View looking northeast onto U.S. 50 from west end of project.

Photo 6. View of Nimbus Winery from north end of parking lot, view southeast.

Department of
Community Development
Lori A. Moss, Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairman
10720 Indian Hill Road
Auburn, CA 95603
gwhitehouse@auburnrancheria.com

January 29, 2016

RE: AB-52 Notification for the Hazel Avenue/U.S. 50 Interchange Project (County Control No. 2011-70062)

Dear Mr. Whitehouse:

Please consider this letter as formal notification of a proposed project under Assembly Bill 52 (AB-52), codified as Section 21080.3.1 of the California Environmental Quality Act (CEQA). The purpose of this letter is to share preliminary project information and invite you to consult on the Hazel Avenue/U.S. 50 Interchange Project.

The Hazel Avenue/U.S. 50 Interchange Project includes modifications to the interchange to increase the distance between the eastbound ramps and Folsom Boulevard; minimize conflicts with heavy and light rail; increase roadway and ramp capacity for future traffic volumes; and, maintain the Aerojet Road off-ramp while improving the U.S. 50 mainline operations.

Enclosed, please find the Area of Potential Effect (APE) map of the site and the Notice of Preparation, which includes the project description and project location map.

You are invited to attend the Agency Scoping Meeting to learn more about the project and provide comments.

Agency Scoping Meeting
March 3, 2016, 2:00 PM to 4:00 PM
1400 10th Street
Governor's Office of Planning and Research, Large Conference Room 202
Sacramento, CA 95814

If there is information regarding sites, traditional cultural properties, or other cultural resource considerations within the project area that you would like to share, or if you would like to consult, please respond in writing to PER-AB52@saccounty.net within thirty (30) days of receipt of this notification. Please reference County Control No. 2011-70062 in your correspondence.

Thank you for your continued interest in Sacramento County projects.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Notice of Preparation, Area of Potential Effect (APE) Map

Department of
Community Development
Lori A. Moss, Director

Divisions
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

DEPARTMENT OF COMMUNITY DEVELOPMENT
Planning and Environmental Review Division
NOTICE OF PREPARATION

JANUARY 29, 2016

TO: ALL INTERESTED PARTIES

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT (CONTROL NUMBER 2011-70062)

Comment Period Begins **February 1, 2016**
Comments Accepted Through **March 4, 2016**

Agency Scoping Meeting
March 3, 2016, 2:00 PM to 4:00 PM
1400 10th Street
Governor's Office of Planning and Research, Large Conference Room 202
Sacramento, CA 95814

Sacramento County will be the CEQA Lead Agency and Caltrans will be the NEPA Lead Agency for preparation of an Environmental Assessment/Environmental Impact Report (EA/EIR) for a project known as HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT. This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at: http://www.PER.saccounty.net

A scoping meeting will be held for public agencies to provide input on the scope and content of the EA/EIR. The scoping meeting will be directed towards government agencies on **March 3, 2016,** from 2:00 p.m. to 4:00 p.m., at 1400 10th Street, Sacramento, CA 95814, Governor's Office of Planning and Research, Large Conference Room 202.

Future meetings will be tailored towards information and input with the general public. Please respond to the address provided below if you would like to be notified of future public meetings related to the Hazel/U.S. 50 Interchange Project.

Please send your Agency's response to this Notice to:

Catherine Hack, Environmental Coordinator
Planning and Environmental Review Division
827 7th Street, Room 220, Sacramento, CA 95814
or via e-mail at: CEQA@saccounty.net

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Marianne Biner, Senior Environmental Analyst, at (916) 874-7520 for further information.

PROJECT TITLE:

HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT

CONTROL NUMBER:

2011-70062

PROJECT PROPONENT(S):

Sacramento County Department of Transportation

PROJECT DESCRIPTION AND LOCATION:

This project proposes improvements at the Hazel Avenue interchange with U.S. 50, located in the County of Sacramento (Plate NOP-1). The project area is bounded along Hazel Avenue by the Tributary Point/westbound U.S. 50 off-ramp intersection to the north, and extends approximately 1000 feet south of Folsom Boulevard to a future intersection within the approved Easton Place development. The project limits along U.S. 50 begin approximately 3200 feet west of the existing Hazel Avenue overcrossing, and extend just east of the gore of the eastbound off-ramp at the Folsom Boulevard interchange. Improvements along Folsom Boulevard will extend from approximately 1200 feet west of the Hazel Avenue intersection to 900 feet to the east. Information will be available as the project develops at:

http://www.sacdot.com/Pages/Project-Hazel-StateRoute50.aspx

The project includes the following elements.

- Extension of Hazel Avenue south to a proposed intersection with the future Atlanta Street.
- Grade separation of Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor – Joint Powers Authority rail corridor.
- Construction of a portion of an eastbound U.S. 50 transition (auxiliary) lane on U.S. 50 from Hazel Avenue to the gore of the eastbound off-ramp at the Folsom Boulevard interchange.
- Modification of the existing Aerojet Road off-ramp from U.S. 50.
- Construction of two lane on-ramps to U.S. 50 in each direction. On-ramps may include meters and carpool lanes.
- Reconstruction of the westbound loop on-ramp to U.S. 50.
- Reconstruction of the eastbound diagonal off-ramp to U.S. 50, and
- Reconstruction of both eastbound on-ramps to U.S. 50.

- Construction of eastbound auxiliary lanes for on-ramps and off-ramps, from west of the Hazel Avenue to the eastbound U.S. 50 off-ramp, and from the loop U.S. 50 on-ramp extending to the Folsom Boulevard interchange.
- Construction of approximately 2,300 feet of Folsom Boulevard corridor improvements including sidewalks, street lighting, and landscaping along the north side, and landscaping and lighting along the south side.
- Construction of Atlanta Street, which would connect Folsom Boulevard and the southern extension of Hazel Avenue. This section of Atlanta Street has been referred to as the "jughandle" due to its shape from an aerial perspective.

Plates NOP-2 through NOP-5 show the proposed project alignment and the proposed project alternatives.

- Plate NOP-2: Alternative 1
- Plate NOP-3: Alternative 1A
- Plate NOP-4: Alternative 2
- Plate NOP-5: Proposed Transition Lane to Folsom Boulevard (common to all build alternatives)

PROJECT OBJECTIVES:

The Sacramento County Department of Transportation provided the following objectives for the subject project.

- Improve traffic operations by removing the close intersection spacing between the eastbound ramps and Folsom Boulevard, and minimizing conflict with heavy/freight and light rail operations.
- Provide sufficient capacity in the ramps and roadways for future traffic volumes.
- Maintain the U.S. 50 to Aerojet Road off-ramp connection to the approved development while improving the mainline U.S. 50 operations.

On January 28, 2009, the Sacramento County Board of Supervisors approved the General Plan Amendment, Zoning Ordinance, Tentative Subdivision map and Affordable Housing Plan for Easton Place and Glenborough developments. These developments are located on approximately 6,699 acres of land owned by GenCorp Realty Investments in eastern Sacramento County and are identified by the adopted Sacramento Area Council of Governments Blueprint and Regional Transportation Plan. Improvements to the Hazel Avenue/U.S. 50 interchange and the extension of Hazel Avenue south of Folsom Boulevard are being studied to accommodate the planned and approved growth. Improvements to the interchange were also adopted as part of development conditions of approval to mitigation for increases in traffic volumes that would result from the development projects.

ENVIRONMENTAL/LAND USE SETTING:

The proposed project is located within both unincorporated Sacramento County and the City of Rancho Cordova. Both east of Hazel Avenue and north of U.S. 50, land is within unincorporated Sacramento County. South of U.S. 50, west of Hazel Avenue south to Nimbus Road/Albany Avenue, land is within the City of Rancho Cordova.

Commercial/retail properties are located south of U.S. 50 both immediately east and west of Hazel Avenue, along Folsom Boulevard. Further to the east, south of U.S. 50, is a mobile home

park and an apartment complex. East of the Aerojet offramp are car dealerships. Behind the dealerships, U.S. 50 passes over Alder Creek which drains into Lake Natoma.

Hazel Avenue is a six-lane thoroughfare trending north-south and currently terminating at the Folsom Boulevard intersection south of U.S. 50. The existing U.S. 50 overcrossing was constructed in 1994. North of the intersection with Tributary Point Drive and the westbound U.S. 50 off-ramp, Hazel Avenue has three northbound and four southbound lanes. Between the intersection with the westbound ramps and the intersection with the eastbound ramps (and across the existing structure), Hazel Avenue has four northbound lanes and two southbound lanes. South of the interchange, between the eastbound ramp intersection and Folsom Boulevard, Hazel Avenue has two northbound lanes and three southbound lanes. Of the southbound lanes, one is a dedicated right turn lane, one is a through and right turn lane, and one is a through and left turn lane. The existing through movements extend across the intersection to Nimbus Road, which is currently a private driveway providing access into the Aerojet facility.

The eastbound U.S. 50 off-ramp has three lanes at the intersection with Hazel Avenue: one left turn lane, one left turn/right turn lane, and one right turn lane. The eastbound U.S. 50 loop on-ramp (from southbound Hazel Avenue) diverges from Hazel Avenue with one lane that opens up to a second High Occupancy Vehicle (HOV)-preference lane. The eastbound U.S. 50 diagonal on-ramp (from northbound Hazel Avenue) diverges from Hazel Avenue with one lane that opens up to a second HOV-preference lane.

The westbound U.S. 50 off-ramp has three lanes at the intersection with Hazel Avenue: two right turn lanes and one through/left turn lane. The westbound U.S. 50 loop on-ramp (from northbound Hazel Avenue) is a single lane ramp. The westbound diagonal on-ramp (from southbound Hazel Avenue) to U.S. 50 diverges from Hazel Avenue with three lanes. Of the four southbound lanes on Hazel Avenue north of the intersection with Tributary Point and the westbound ramps, two of those lanes split off into the westbound on-ramp to U.S. 50, and one of the lanes provides an option to split to the on-ramp or continue south on Hazel Avenue.

South of Folsom Boulevard, in-line with Hazel Avenue on the GenCorp Realty Investments private property proposed for development, is the four-lane Nimbus Road. The Sacramento County General Plan Transportation Map identifies a future six-lane thoroughfare extension of Hazel Avenue south of Folsom Boulevard ultimately connecting with the proposed Capital Southeast Connector.

Folsom Boulevard is a four-lane arterial trending east-west, generally running parallel to, and south of, U.S. 50. The existing Folsom Boulevard/Hazel Avenue intersection is approximately 640 feet from the Hazel Avenue overcrossing and 200 feet from the eastbound U.S. 50 ramp intersections.

PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:

The EA/EIR will analyze potential environmental impacts to the topical areas listed below. Mitigation measures will be suggested as appropriate and consistent with local, state and federal policies. A Mitigation Monitoring and Reporting Program will be created to ensure compliance with adopted mitigation measures.

Land Use

Land use impacts and consistency with the Sacramento County General Plan, the Sacramento County Zoning Code, the City of Rancho Cordova General Plan, and other applicable plans will be determined. Right-of-way acquisition and re-use of acquired properties will be discussed. Loss of parking at commercial uses and loss or relocation of businesses will be evaluated. Potential impacts to the Folsom Lake State Recreation Area will be evaluated.

Aesthetics

Impacts associated with light and glare and changes in views of the interchange will be analyzed.

Public Services

Impacts associated with relocation of utilities will be analyzed. A dynamic emergency action plan will be discussed. Impacts to Regional Transit routes and school bus routes will be evaluated.

Drainage and Water Quality

Downstream capacity for surface water runoff will be reviewed. Construction impacts and best management practices for water quality will be evaluated.

Traffic and Circulation

A traffic study will be prepared. The traffic study will consider existing and future conditions. The traffic study will also address pedestrian and bicycle facilities. Local traffic patterns, detours, closures, and short-term/long-term impacts as a result of the project will be addressed. The change in roadway and freeway access as a result of the project will be evaluated.

Air Quality and Climate Change

Construction and operational air quality impacts will be modeled and evaluated. Climate Change will also be discussed.

Noise

A noise study will be undertaken to determine the existing noise environment and the future noise levels that will be generated by the project. Construction noise will also be evaluated.

Biological Resources

Biological resources will be analyzed to identify impacts to resources in the area. Mitigation will be recommended as appropriate.

Cultural Resources

Due to right-of-way acquisition, there is a potential to affect historic properties. Subsurface cultural resources may also be present along the project corridor. A cultural resources survey will be undertaken.

Hazardous Materials

The project corridor will be evaluated for potential existing or past use of hazardous materials or underground storage tanks.

INTENDED USES OF THE EIR:

The Sacramento County Board of Supervisors will use the EA/EIR to consider the environmental effects, mitigation measures, and alternatives in the process of rendering a decision to approve or deny the proposed project. The EA/EIR will serve as an information document for the general public and directly affected property owners as well. The EA/EIR may serve as the environmental document for future actions related to the project taken by the federal, state, and local agencies.

Responsible Agencies

- California Department of Transportation (Caltrans)

- Federal Highway Administration
- City of Rancho Cordova
- City of Folsom
- United States Fish and Wildlife Service
- United States Army Corps of Engineers
- California Department of Fish and Wildlife
- Central Valley Regional Water Quality Control Board
- Sacramento Metropolitan Air Quality Management District
- Public Utilities Commission
- Sacramento Placerville Transportation Corridor – Joint Powers Authority
- Regional Transit
- California Department of Parks and Recreation

Plate NOP-1: Project Location

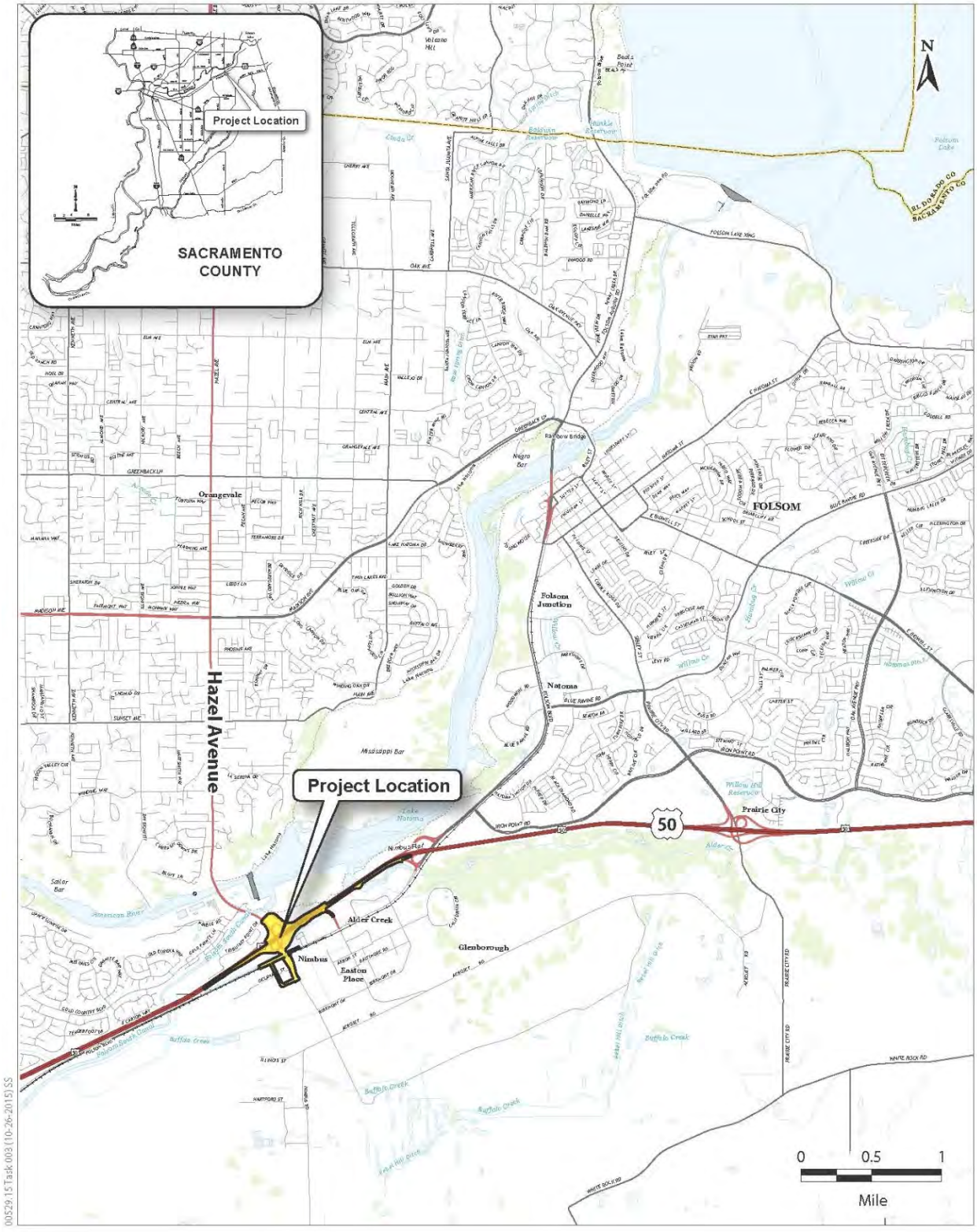
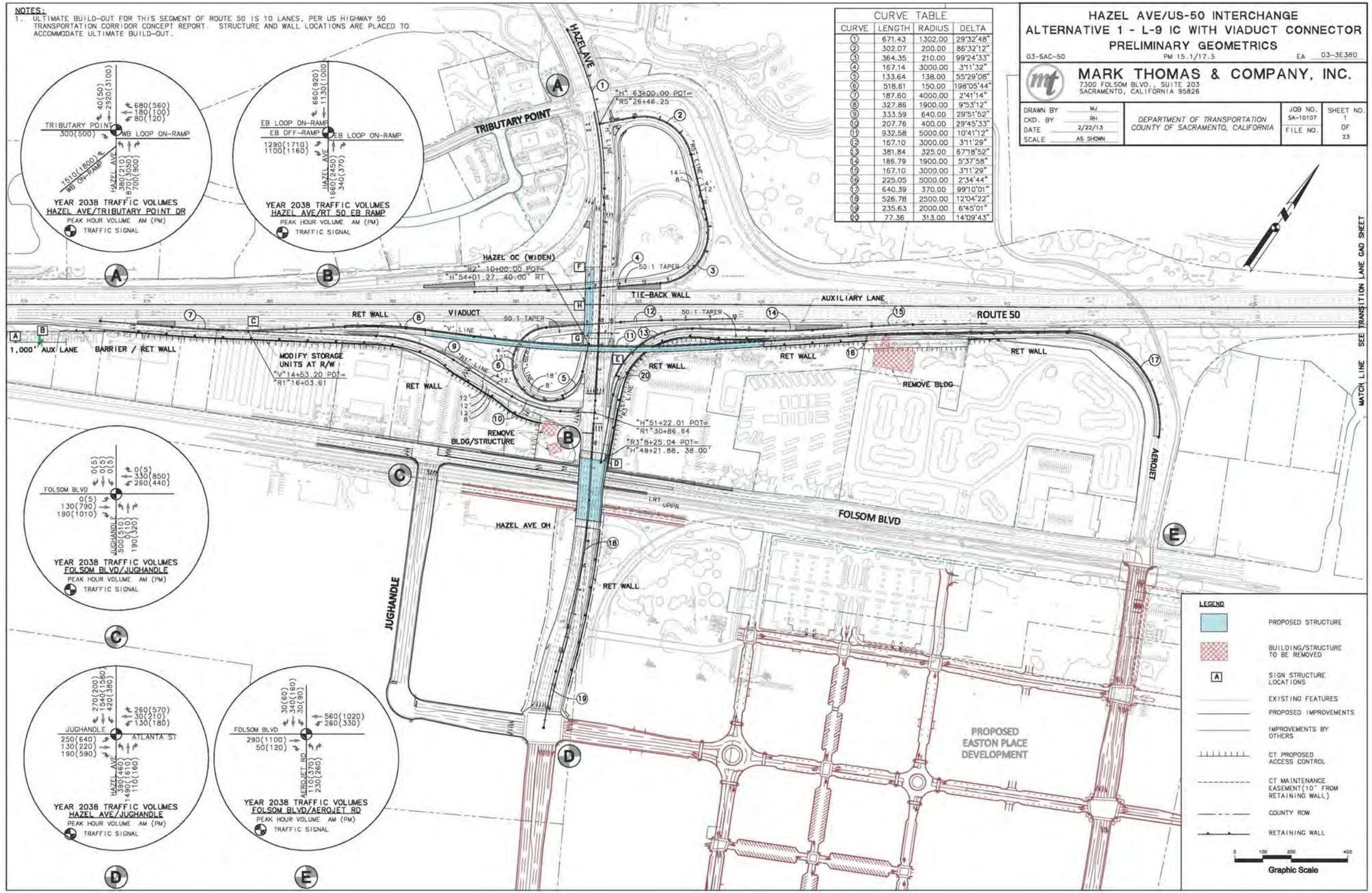


Plate NOP-2: Alternative 1



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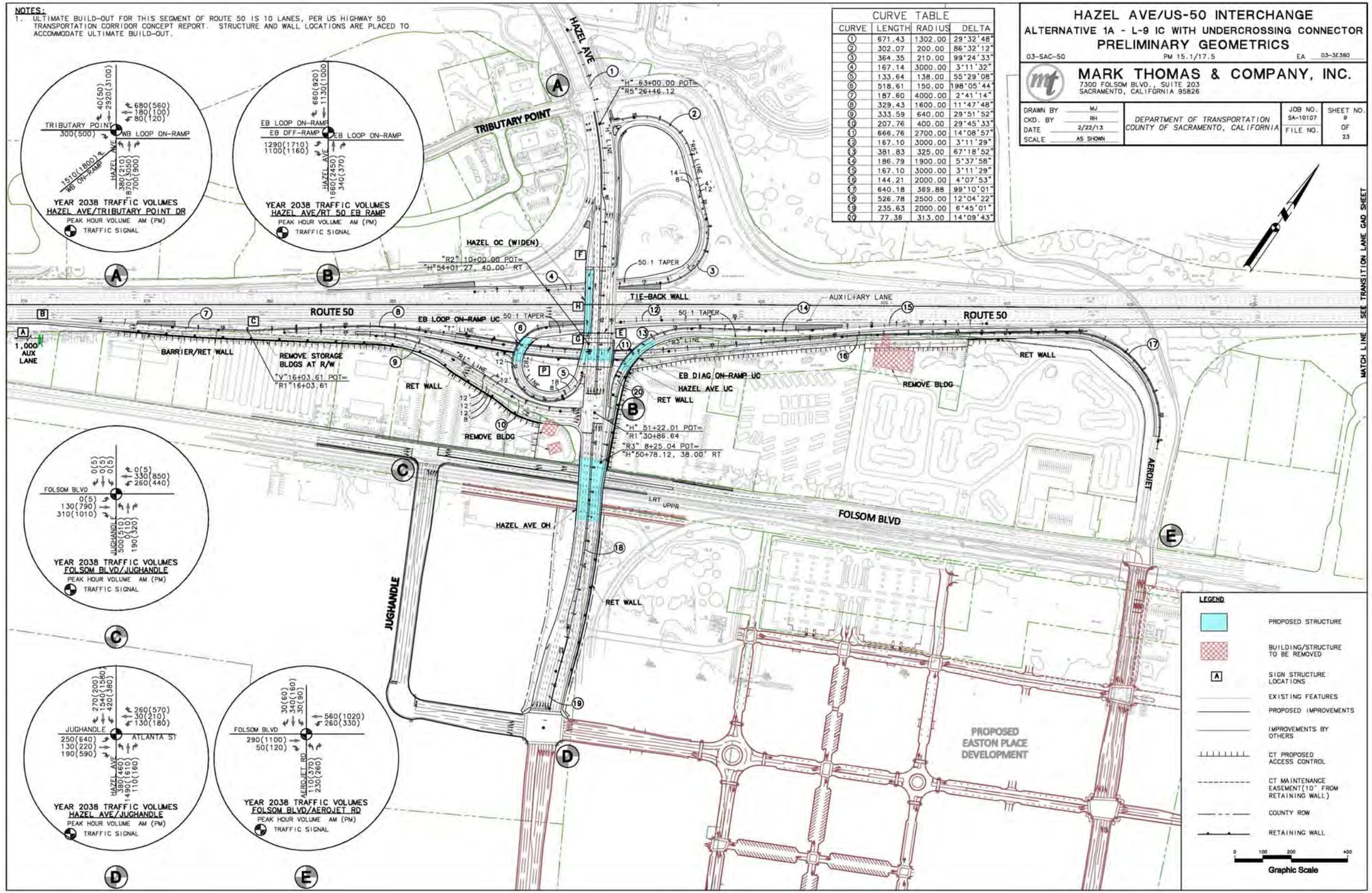


Plate NOP-4: Alternative 2

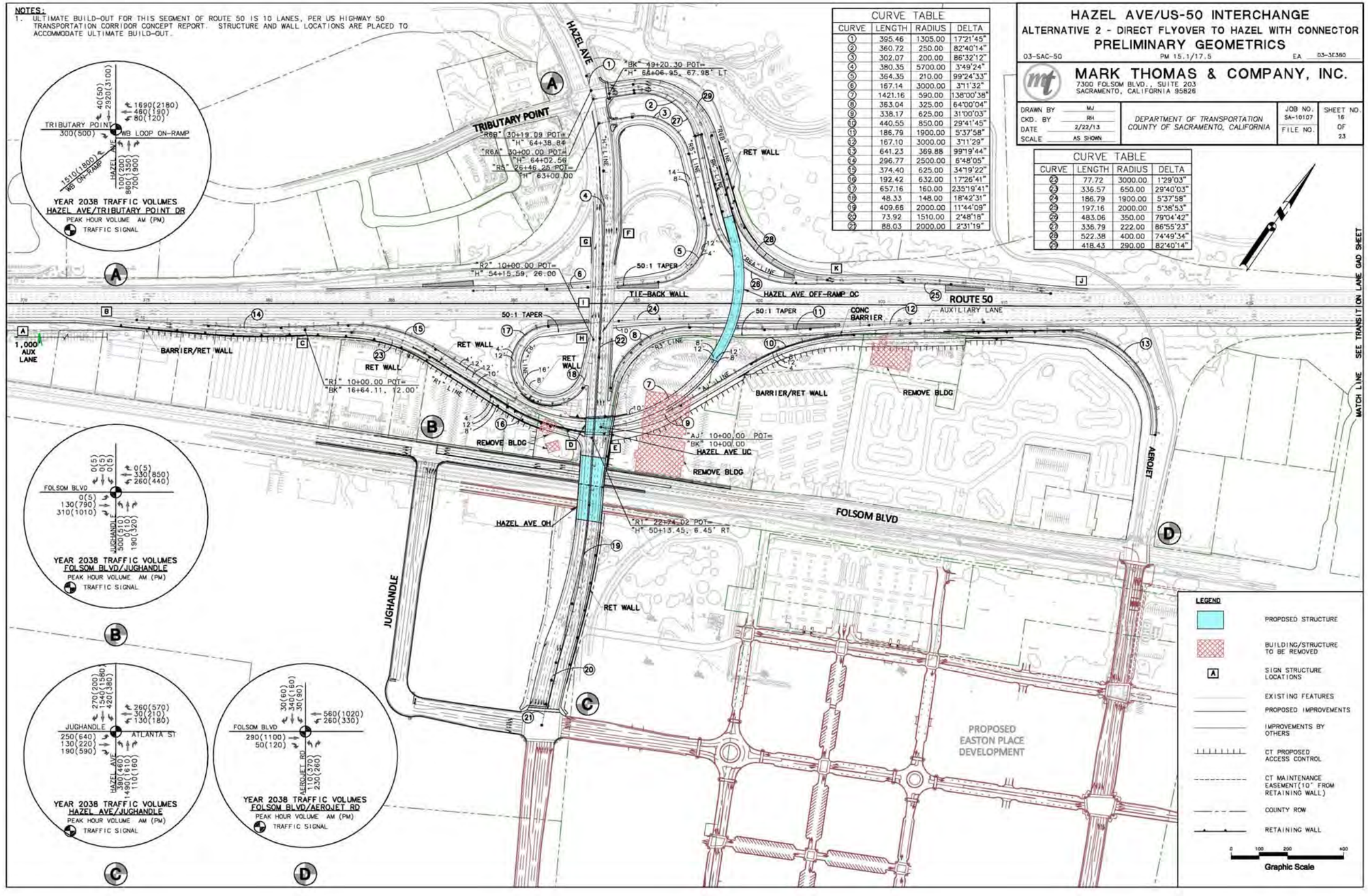
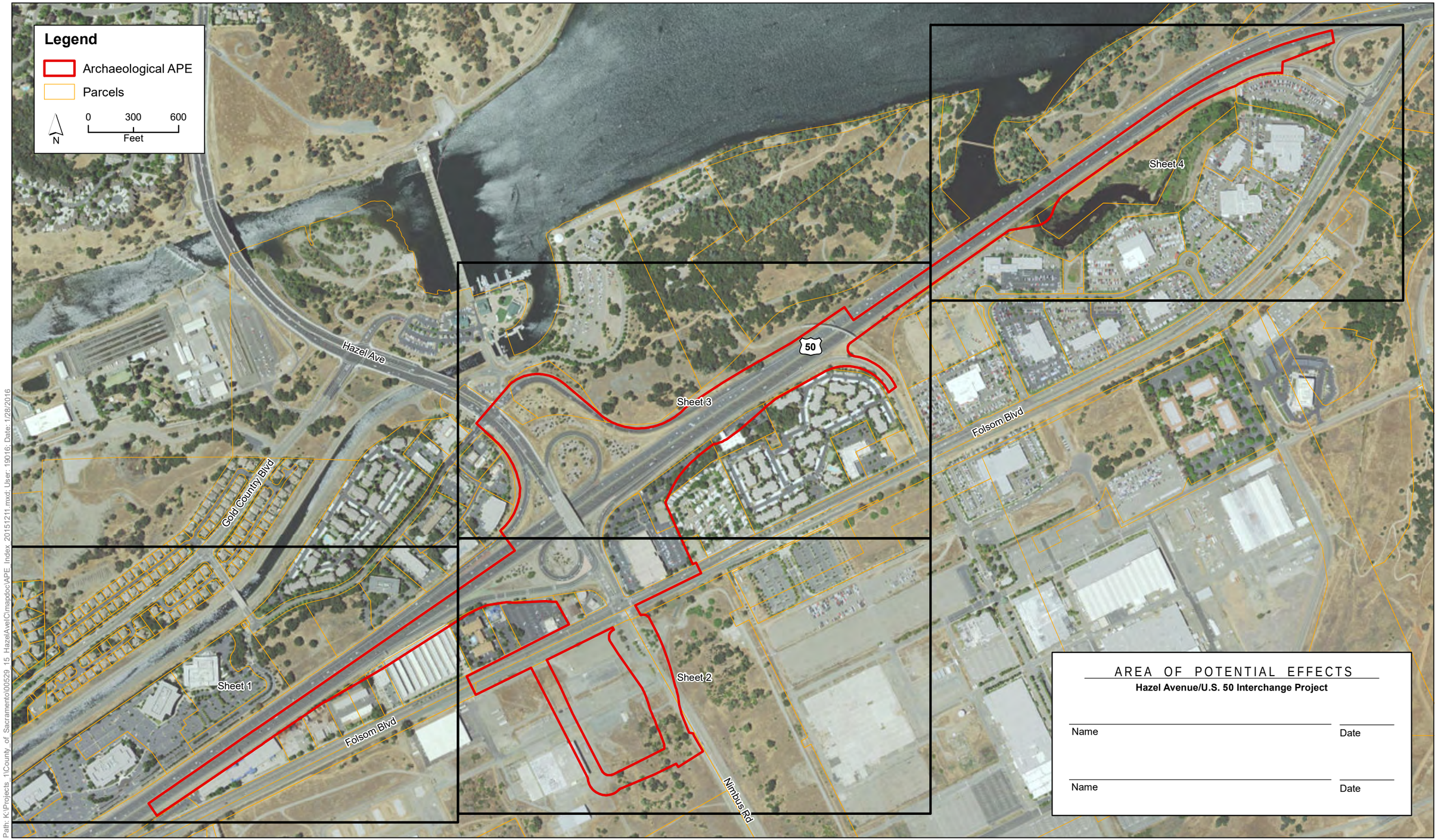


Plate NOP-5: Proposed Transition Lane to Folsom Boulevard (common to all build alternatives)



AREA OF POTENTIAL EFFECTS

Hazel Avenue/U.S. 50 Interchange Project

Name _____ Date _____

Name _____ Date _____

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Archaeological Area of Potential Effects – Map Index

Hazel Avenue/U.S. 50 Interchange Project

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Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 1 of 4

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Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 2 of 4

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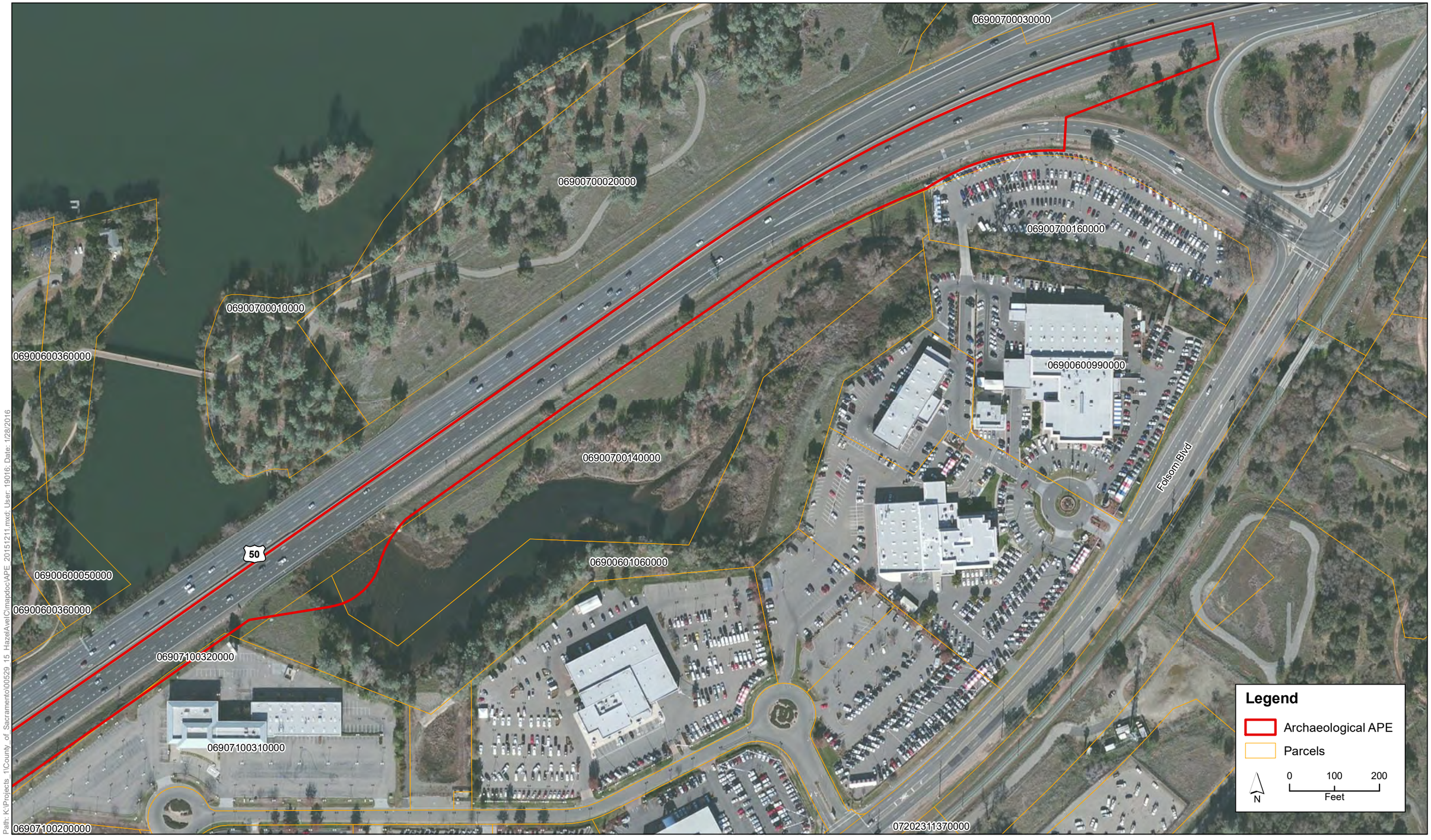
Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 3 of 4



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DRAFT
Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 4 of 4

Department of
Community Development
Lori A. Moss, Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

January 29, 2016

Wilton Rancheria
Steven Hutchason, Executive Director
Environmental Resources Department
9728 Kent Street
Elk Grove, CA 95624

RE: AB-52 Notification for the Hazel Avenue/U.S. 50 Interchange Project (County Control No. 2011-70062)

Dear Mr. Hutchason:

Please consider this letter as formal notification of a proposed project under Assembly Bill 52 (AB-52), codified as Section 21080.3.1 of the California Environmental Quality Act (CEQA). The purpose of this letter is to share preliminary project information and invite you to consult on the Hazel Avenue/U.S. 50 Interchange Project.

The Hazel Avenue/U.S. 50 Interchange Project includes modifications to the interchange to increase the distance between the eastbound ramps and Folsom Boulevard; minimize conflicts with heavy and light rail; increase roadway and ramp capacity for future traffic volumes; and, maintain the Aerojet Road off-ramp while improving the U.S. 50 mainline operations.

Enclosed, please find the Area of Potential Effect (APE) map of the site and the Notice of Preparation, which includes the project description and project location map.

You are invited to attend the Agency Scoping Meeting to learn more about the project and provide comments.

Agency Scoping Meeting
March 3, 2016, 2:00 PM to 4:00 PM
1400 10th Street
Governor's Office of Planning and Research, Large Conference Room 202
Sacramento, CA 95814

If there is information regarding sites, traditional cultural properties, or other cultural resource considerations within the project area that you would like to share, or if you would like to consult, please respond in writing to PER-AB52@saccounty.net within thirty (30) days of receipt of this notification. Please reference County Control No. 2011-70062 in your correspondence.

Thank you for your continued interest in Sacramento County projects.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Notice of Preparation, Area of Potential Effect (APE) Map

Department of
Community Development
Lori A. Moss, Director

Divisions
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

DEPARTMENT OF COMMUNITY DEVELOPMENT
Planning and Environmental Review Division
NOTICE OF PREPARATION

JANUARY 29, 2016

TO: ALL INTERESTED PARTIES

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT (CONTROL NUMBER 2011-70062)

Comment Period Begins **February 1, 2016**
Comments Accepted Through **March 4, 2016**

Agency Scoping Meeting
March 3, 2016, 2:00 PM to 4:00 PM
1400 10th Street
Governor's Office of Planning and Research, Large Conference Room 202
Sacramento, CA 95814

Sacramento County will be the CEQA Lead Agency and Caltrans will be the NEPA Lead Agency for preparation of an Environmental Assessment/Environmental Impact Report (EA/EIR) for a project known as HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT. This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at: http://www.PER.saccounty.net

A scoping meeting will be held for public agencies to provide input on the scope and content of the EA/EIR. The scoping meeting will be directed towards government agencies on **March 3, 2016,** from 2:00 p.m. to 4:00 p.m., at 1400 10th Street, Sacramento, CA 95814, Governor's Office of Planning and Research, Large Conference Room 202.

Future meetings will be tailored towards information and input with the general public. Please respond to the address provided below if you would like to be notified of future public meetings related to the Hazel/U.S. 50 Interchange Project.

Please send your Agency's response to this Notice to:

Catherine Hack, Environmental Coordinator
Planning and Environmental Review Division
827 7th Street, Room 220, Sacramento, CA 95814
or via e-mail at: CEQA@saccounty.net

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Marianne Biner, Senior Environmental Analyst, at (916) 874-7520 for further information.

PROJECT TITLE:

HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT

CONTROL NUMBER:

2011-70062

PROJECT PROPONENT(S):

Sacramento County Department of Transportation

PROJECT DESCRIPTION AND LOCATION:

This project proposes improvements at the Hazel Avenue interchange with U.S. 50, located in the County of Sacramento (Plate NOP-1). The project area is bounded along Hazel Avenue by the Tributary Point/westbound U.S. 50 off-ramp intersection to the north, and extends approximately 1000 feet south of Folsom Boulevard to a future intersection within the approved Easton Place development. The project limits along U.S. 50 begin approximately 3200 feet west of the existing Hazel Avenue overcrossing, and extend just east of the gore of the eastbound off-ramp at the Folsom Boulevard interchange. Improvements along Folsom Boulevard will extend from approximately 1200 feet west of the Hazel Avenue intersection to 900 feet to the east. Information will be available as the project develops at:

http://www.sacdot.com/Pages/Project-Hazel-StateRoute50.aspx

The project includes the following elements.

- Extension of Hazel Avenue south to a proposed intersection with the future Atlanta Street.
- Grade separation of Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor – Joint Powers Authority rail corridor.
- Construction of a portion of an eastbound U.S. 50 transition (auxiliary) lane on U.S. 50 from Hazel Avenue to the gore of the eastbound off-ramp at the Folsom Boulevard interchange.
- Modification of the existing Aerojet Road off-ramp from U.S. 50.
- Construction of two lane on-ramps to U.S. 50 in each direction. On-ramps may include meters and carpool lanes.
- Reconstruction of the westbound loop on-ramp to U.S. 50.
- Reconstruction of the eastbound diagonal off-ramp to U.S. 50, and
- Reconstruction of both eastbound on-ramps to U.S. 50.

- Construction of eastbound auxiliary lanes for on-ramps and off-ramps, from west of the Hazel Avenue to the eastbound U.S. 50 off-ramp, and from the loop U.S. 50 on-ramp extending to the Folsom Boulevard interchange.
- Construction of approximately 2,300 feet of Folsom Boulevard corridor improvements including sidewalks, street lighting, and landscaping along the north side, and landscaping and lighting along the south side.
- Construction of Atlanta Street, which would connect Folsom Boulevard and the southern extension of Hazel Avenue. This section of Atlanta Street has been referred to as the "jughandle" due to its shape from an aerial perspective.

Plates NOP-2 through NOP-5 show the proposed project alignment and the proposed project alternatives.

- Plate NOP-2: Alternative 1
- Plate NOP-3: Alternative 1A
- Plate NOP-4: Alternative 2
- Plate NOP-5: Proposed Transition Lane to Folsom Boulevard (common to all build alternatives)

PROJECT OBJECTIVES:

The Sacramento County Department of Transportation provided the following objectives for the subject project.

- Improve traffic operations by removing the close intersection spacing between the eastbound ramps and Folsom Boulevard, and minimizing conflict with heavy/freight and light rail operations.
- Provide sufficient capacity in the ramps and roadways for future traffic volumes.
- Maintain the U.S. 50 to Aerojet Road off-ramp connection to the approved development while improving the mainline U.S. 50 operations.

On January 28, 2009, the Sacramento County Board of Supervisors approved the General Plan Amendment, Zoning Ordinance, Tentative Subdivision map and Affordable Housing Plan for Easton Place and Glenborough developments. These developments are located on approximately 6,699 acres of land owned by GenCorp Realty Investments in eastern Sacramento County and are identified by the adopted Sacramento Area Council of Governments Blueprint and Regional Transportation Plan. Improvements to the Hazel Avenue/U.S. 50 interchange and the extension of Hazel Avenue south of Folsom Boulevard are being studied to accommodate the planned and approved growth. Improvements to the interchange were also adopted as part of development conditions of approval to mitigation for increases in traffic volumes that would result from the development projects.

ENVIRONMENTAL/LAND USE SETTING:

The proposed project is located within both unincorporated Sacramento County and the City of Rancho Cordova. Both east of Hazel Avenue and north of U.S. 50, land is within unincorporated Sacramento County. South of U.S. 50, west of Hazel Avenue south to Nimbus Road/Albany Avenue, land is within the City of Rancho Cordova.

Commercial/retail properties are located south of U.S. 50 both immediately east and west of Hazel Avenue, along Folsom Boulevard. Further to the east, south of U.S. 50, is a mobile home

park and an apartment complex. East of the Aerojet offramp are car dealerships. Behind the dealerships, U.S. 50 passes over Alder Creek which drains into Lake Natoma.

Hazel Avenue is a six-lane thoroughfare trending north-south and currently terminating at the Folsom Boulevard intersection south of U.S. 50. The existing U.S. 50 overcrossing was constructed in 1994. North of the intersection with Tributary Point Drive and the westbound U.S. 50 off-ramp, Hazel Avenue has three northbound and four southbound lanes. Between the intersection with the westbound ramps and the intersection with the eastbound ramps (and across the existing structure), Hazel Avenue has four northbound lanes and two southbound lanes. South of the interchange, between the eastbound ramp intersection and Folsom Boulevard, Hazel Avenue has two northbound lanes and three southbound lanes. Of the southbound lanes, one is a dedicated right turn lane, one is a through and right turn lane, and one is a through and left turn lane. The existing through movements extend across the intersection to Nimbus Road, which is currently a private driveway providing access into the Aerojet facility.

The eastbound U.S. 50 off-ramp has three lanes at the intersection with Hazel Avenue: one left turn lane, one left turn/right turn lane, and one right turn lane. The eastbound U.S. 50 loop on-ramp (from southbound Hazel Avenue) diverges from Hazel Avenue with one lane that opens up to a second High Occupancy Vehicle (HOV)-preference lane. The eastbound U.S. 50 diagonal on-ramp (from northbound Hazel Avenue) diverges from Hazel Avenue with one lane that opens up to a second HOV-preference lane.

The westbound U.S. 50 off-ramp has three lanes at the intersection with Hazel Avenue: two right turn lanes and one through/left turn lane. The westbound U.S. 50 loop on-ramp (from northbound Hazel Avenue) is a single lane ramp. The westbound diagonal on-ramp (from southbound Hazel Avenue) to U.S. 50 diverges from Hazel Avenue with three lanes. Of the four southbound lanes on Hazel Avenue north of the intersection with Tributary Point and the westbound ramps, two of those lanes split off into the westbound on-ramp to U.S. 50, and one of the lanes provides an option to split to the on-ramp or continue south on Hazel Avenue.

South of Folsom Boulevard, in-line with Hazel Avenue on the GenCorp Realty Investments private property proposed for development, is the four-lane Nimbus Road. The Sacramento County General Plan Transportation Map identifies a future six-lane thoroughfare extension of Hazel Avenue south of Folsom Boulevard ultimately connecting with the proposed Capital Southeast Connector.

Folsom Boulevard is a four-lane arterial trending east-west, generally running parallel to, and south of, U.S. 50. The existing Folsom Boulevard/Hazel Avenue intersection is approximately 640 feet from the Hazel Avenue overcrossing and 200 feet from the eastbound U.S. 50 ramp intersections.

PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:

The EA/EIR will analyze potential environmental impacts to the topical areas listed below. Mitigation measures will be suggested as appropriate and consistent with local, state and federal policies. A Mitigation Monitoring and Reporting Program will be created to ensure compliance with adopted mitigation measures.

Land Use

Land use impacts and consistency with the Sacramento County General Plan, the Sacramento County Zoning Code, the City of Rancho Cordova General Plan, and other applicable plans will be determined. Right-of-way acquisition and re-use of acquired properties will be discussed. Loss of parking at commercial uses and loss or relocation of businesses will be evaluated. Potential impacts to the Folsom Lake State Recreation Area will be evaluated.

Aesthetics

Impacts associated with light and glare and changes in views of the interchange will be analyzed.

Public Services

Impacts associated with relocation of utilities will be analyzed. A dynamic emergency action plan will be discussed. Impacts to Regional Transit routes and school bus routes will be evaluated.

Drainage and Water Quality

Downstream capacity for surface water runoff will be reviewed. Construction impacts and best management practices for water quality will be evaluated.

Traffic and Circulation

A traffic study will be prepared. The traffic study will consider existing and future conditions. The traffic study will also address pedestrian and bicycle facilities. Local traffic patterns, detours, closures, and short-term/long-term impacts as a result of the project will be addressed. The change in roadway and freeway access as a result of the project will be evaluated.

Air Quality and Climate Change

Construction and operational air quality impacts will be modeled and evaluated. Climate Change will also be discussed.

Noise

A noise study will be undertaken to determine the existing noise environment and the future noise levels that will be generated by the project. Construction noise will also be evaluated.

Biological Resources

Biological resources will be analyzed to identify impacts to resources in the area. Mitigation will be recommended as appropriate.

Cultural Resources

Due to right-of-way acquisition, there is a potential to affect historic properties. Subsurface cultural resources may also be present along the project corridor. A cultural resources survey will be undertaken.

Hazardous Materials

The project corridor will be evaluated for potential existing or past use of hazardous materials or underground storage tanks.

INTENDED USES OF THE EIR:

The Sacramento County Board of Supervisors will use the EA/EIR to consider the environmental effects, mitigation measures, and alternatives in the process of rendering a decision to approve or deny the proposed project. The EA/EIR will serve as an information document for the general public and directly affected property owners as well. The EA/EIR may serve as the environmental document for future actions related to the project taken by the federal, state, and local agencies.

Responsible Agencies

- California Department of Transportation (Caltrans)

- Federal Highway Administration
- City of Rancho Cordova
- City of Folsom
- United States Fish and Wildlife Service
- United States Army Corps of Engineers
- California Department of Fish and Wildlife
- Central Valley Regional Water Quality Control Board
- Sacramento Metropolitan Air Quality Management District
- Public Utilities Commission
- Sacramento Placerville Transportation Corridor – Joint Powers Authority
- Regional Transit
- California Department of Parks and Recreation

Plate NOP-1: Project Location

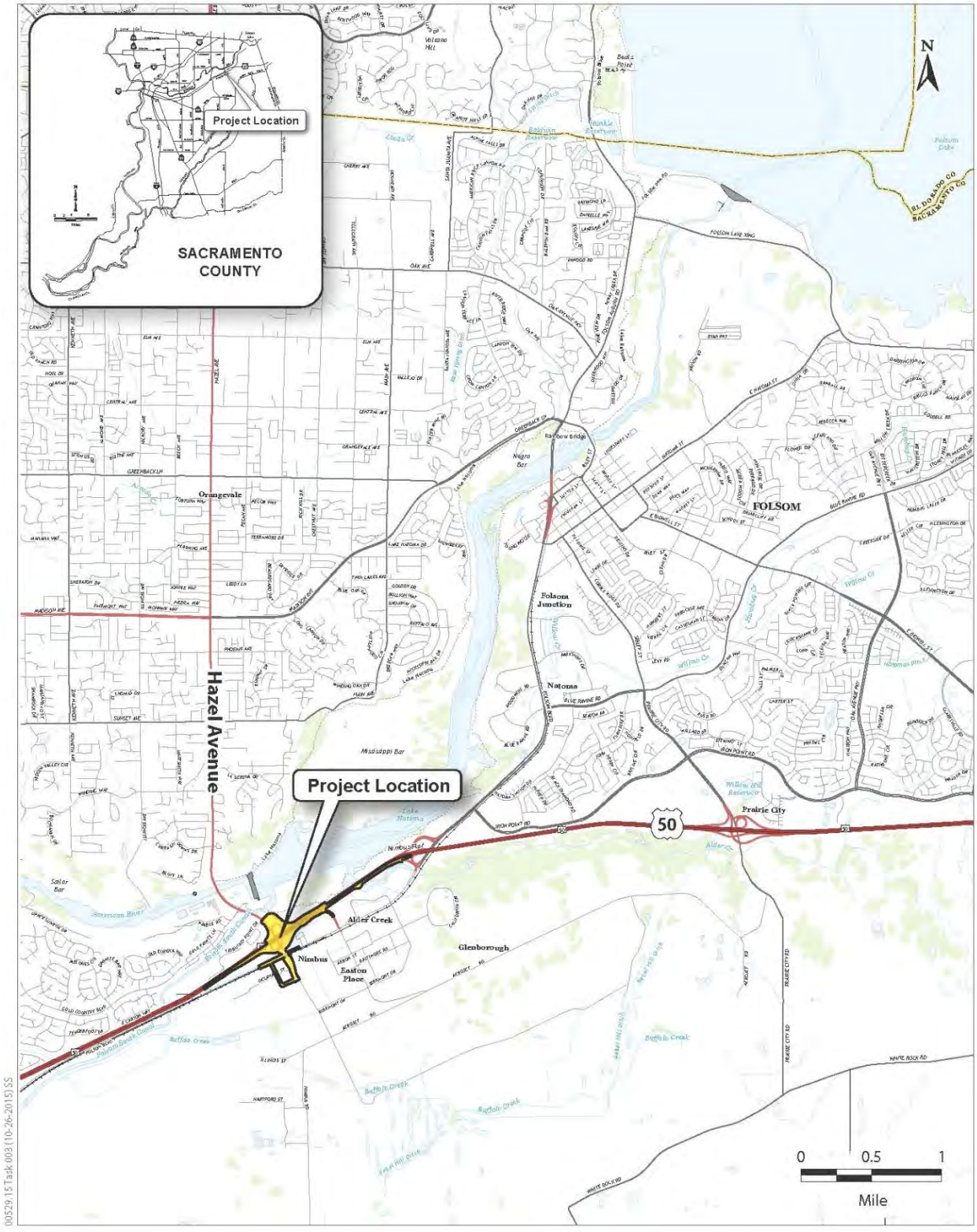


Plate NOP-2: Alternative 1

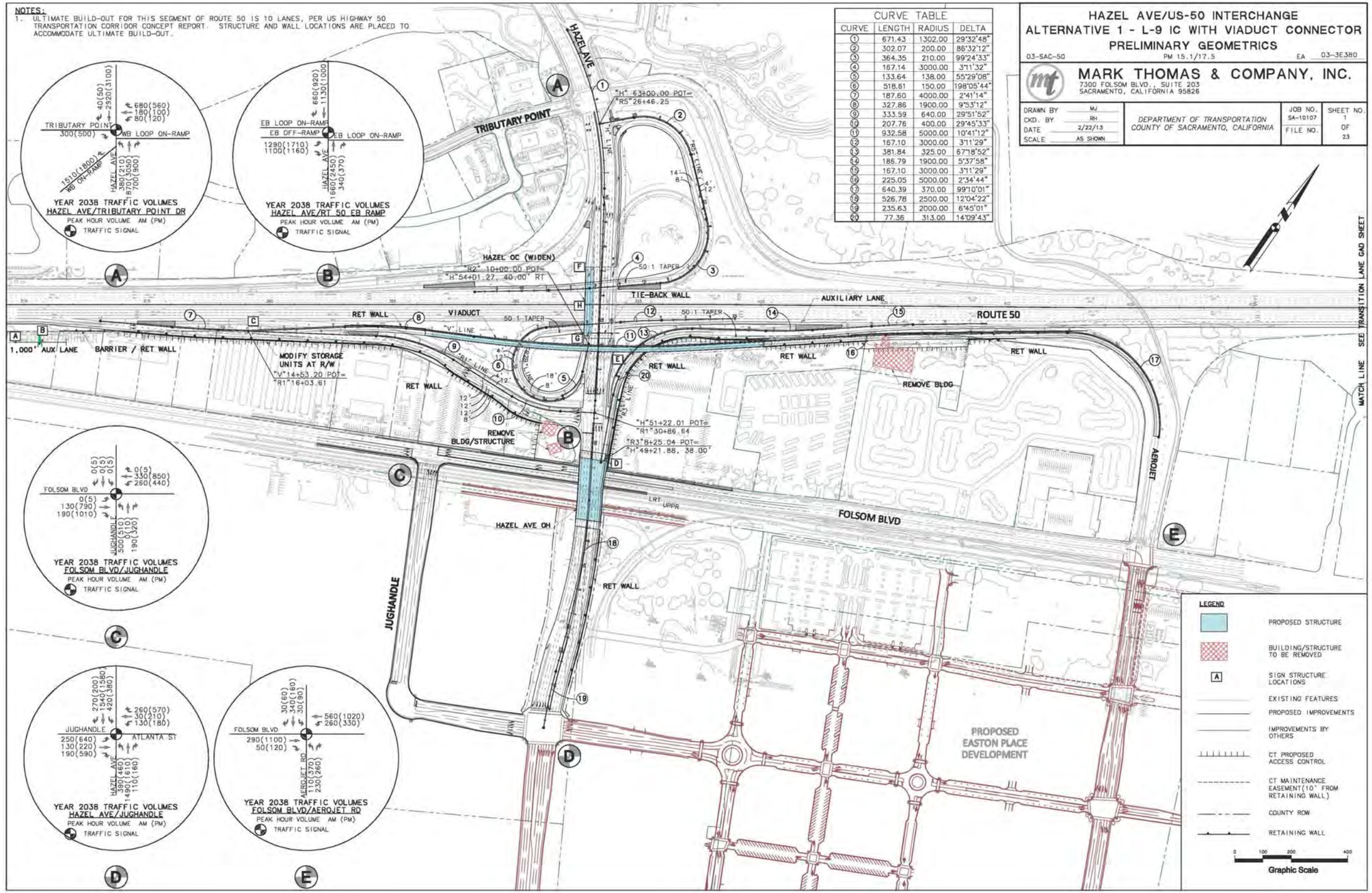


Plate NOP-3: Alternative 1A

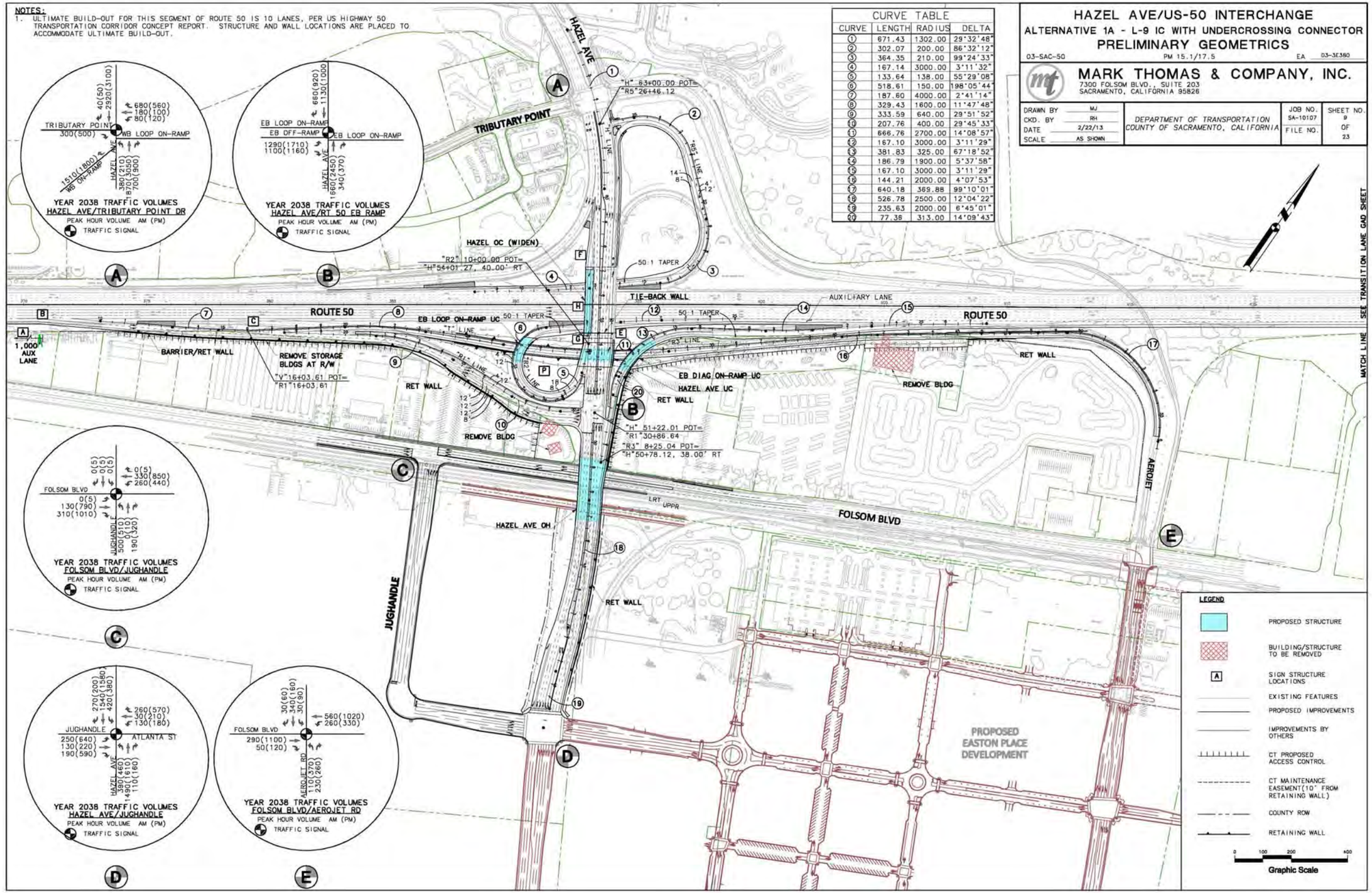


Plate NOP-4: Alternative 2

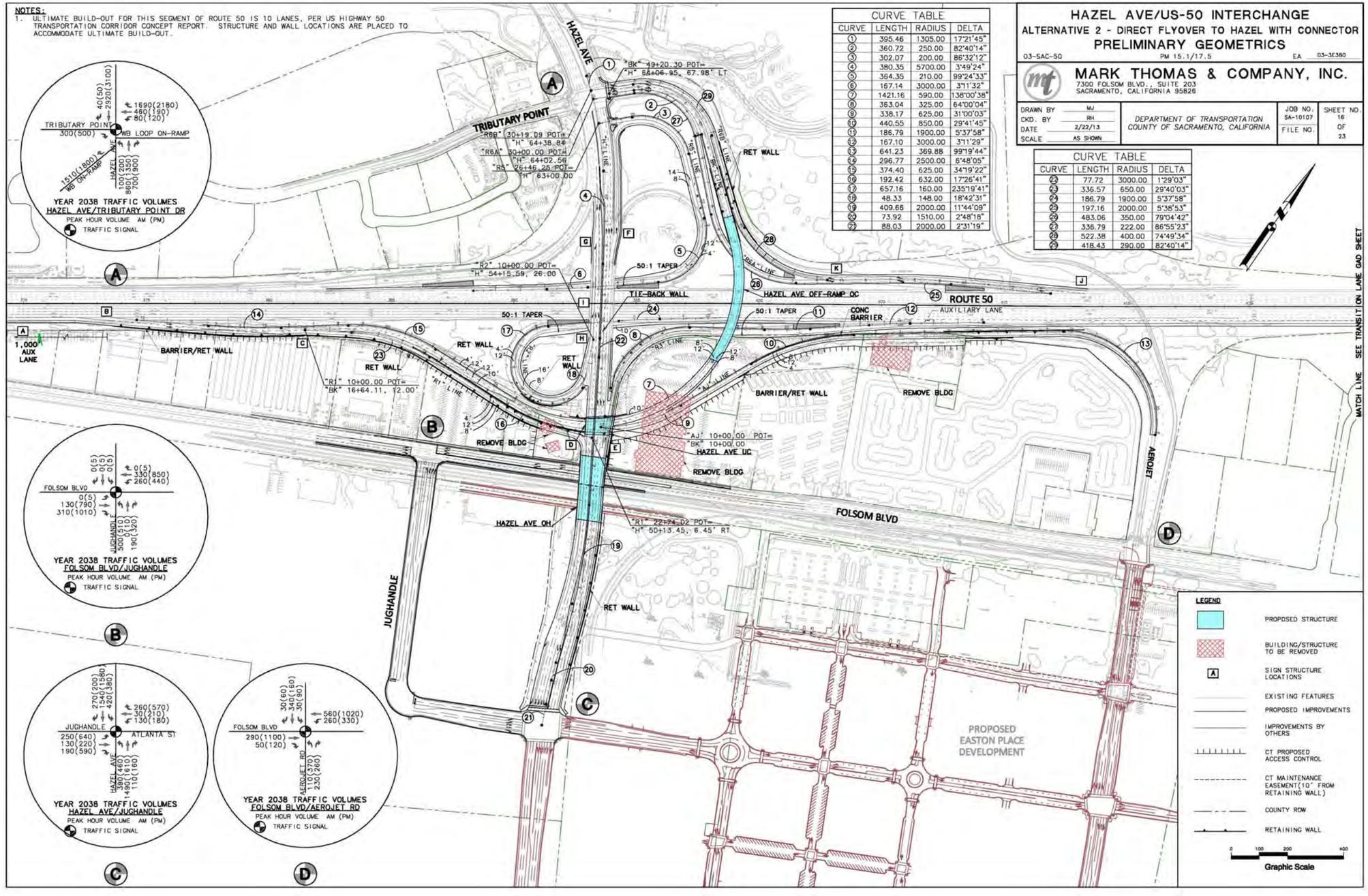
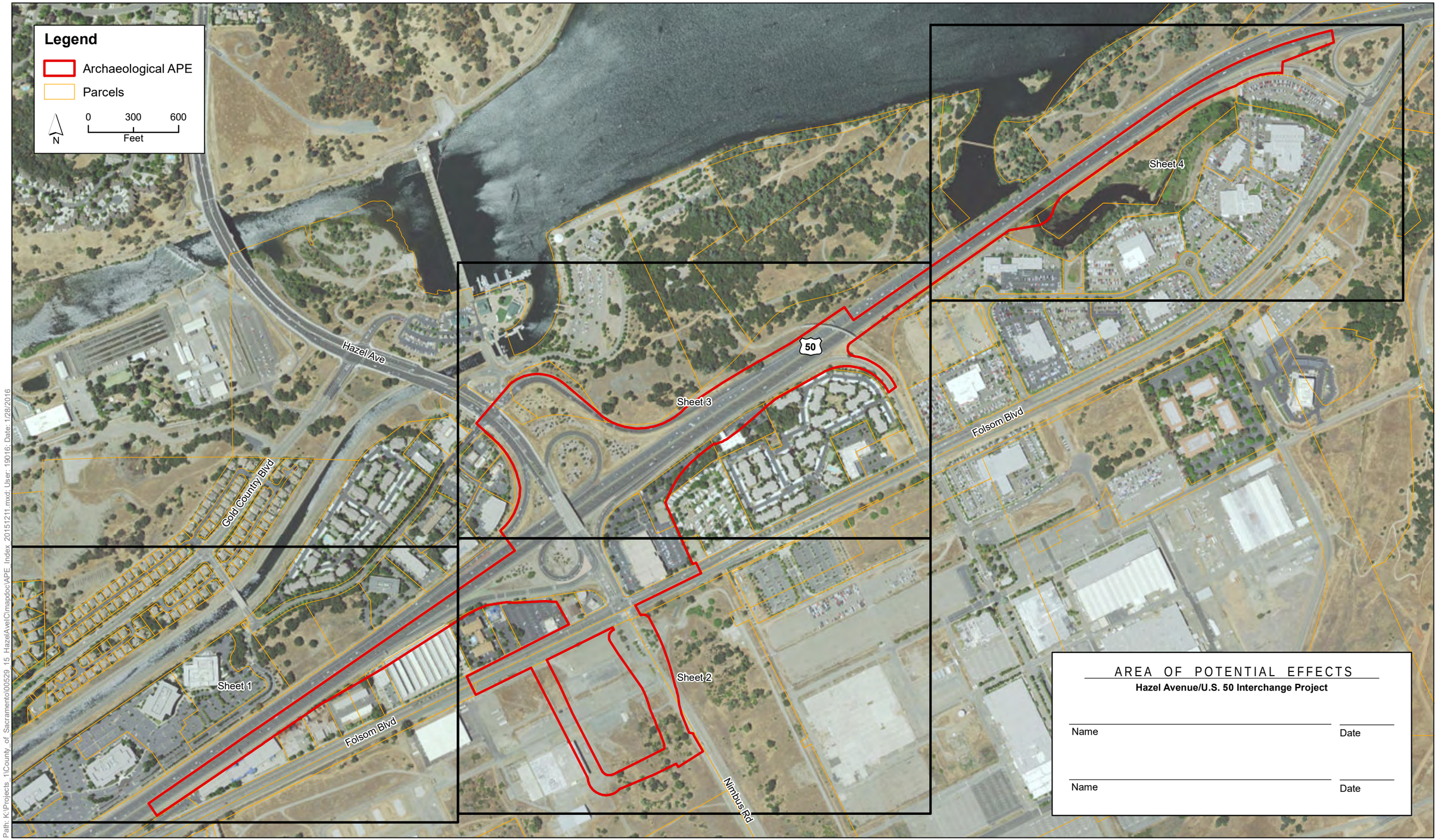


Plate NOP-5: Proposed Transition Lane to Folsom Boulevard (common to all build alternatives)



AREA OF POTENTIAL EFFECTS

Hazel Avenue/U.S. 50 Interchange Project

Name _____ Date _____

Name _____ Date _____

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Archaeological Area of Potential Effects – Map Index

Hazel Avenue/U.S. 50 Interchange Project

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Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 1 of 4

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Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 2 of 4

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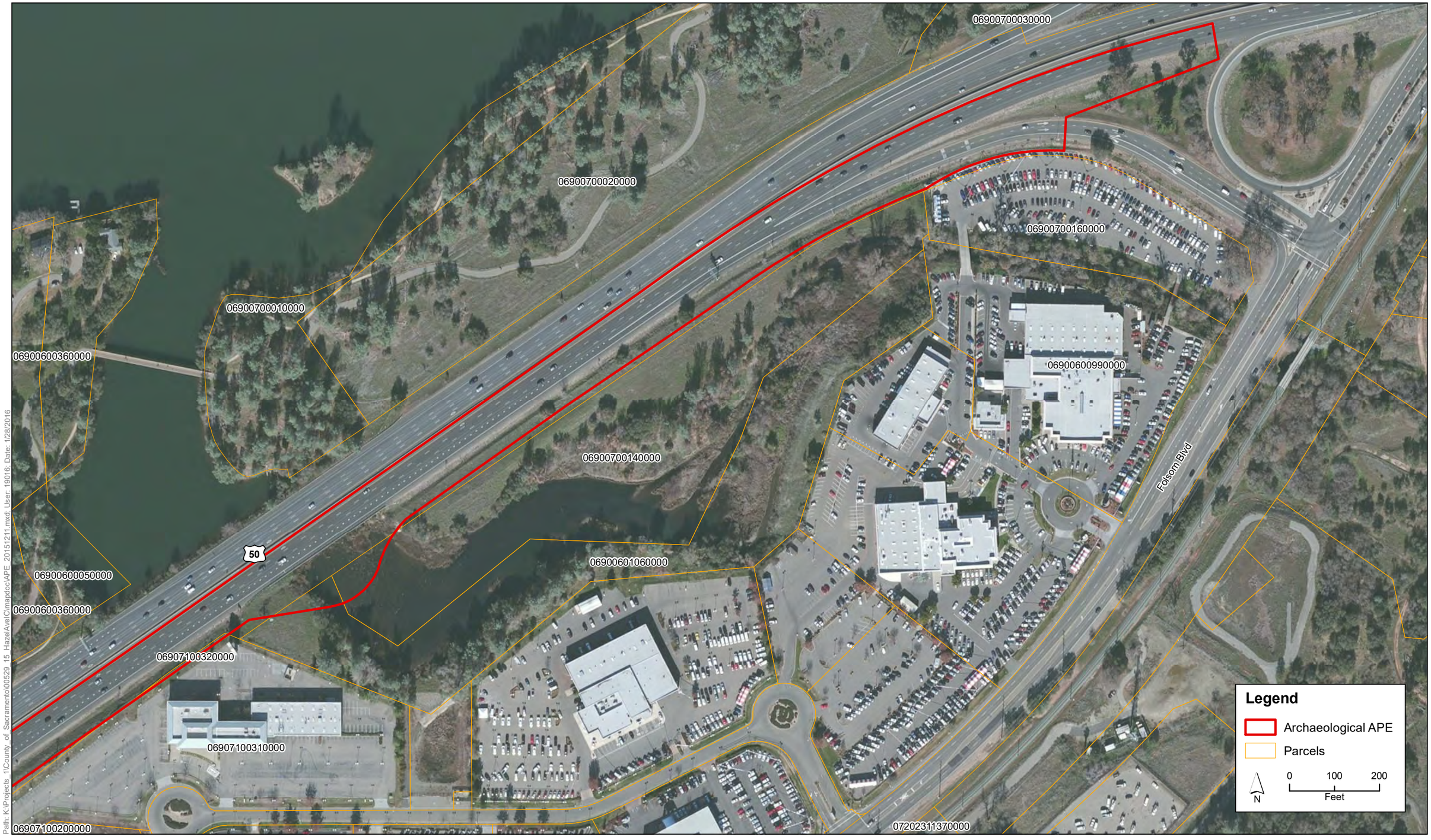
Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 3 of 4



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DRAFT
Archaeological Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project
Sheet 4 of 4

Department of
Community Development
Michael J. Penrose,
Interim Director

Divisions
Administrative Services
Building Permits & Inspection
Code Enforcement
County Engineering
Economic Development & Marketing
Planning & Environmental Review

Ione Band of Miwok Indians
Randy Yonemura, Cultural Committee Chair
P.O. Box 699
9252 Bush St., Suite 2
Plymouth, CA 95669

May 31, 2016

RE: AB-52 Notification for the Hazel Avenue/U.S. 50 Interchange Project (County Control No. 2011-70062)

Dear Mr. Yonemura:

Under Assembly Bill 52 (AB-52), codified as Section 21080.3.1 of the California Environmental Quality Act (CEQA), the County is required to provide formal notification to California Native American Tribes of proposed projects within 14 days of determining that a project's application is complete. This process is triggered upon receipt of a written request for AB-52 notification from the Tribe. The County received your request for AB-52 notification on March 7, 2016.

Unfortunately, the County received the Ione Band of Miwok Indians' AB-52 notification request more than 14 days after the Hazel Avenue/U.S. 50 Interchange Project was deemed complete and, therefore, AB-52 notifications had already been issued. Nonetheless, we would like to give you the opportunity to review this project. If there is information regarding sites, traditional cultural properties, or other cultural resource considerations within the project area that you would like to share, or if you would like to consult, please notify the County at PER-AB52@saccounty.net as soon as possible and reference County Control No. 2011-70062 in your correspondence. We will do our best to accommodate your consultation request and respond to any cultural resource considerations before the environmental document is released; however, due to other timing obligations we may be unable to delay release of the document. You are also welcome to comment on the project during the public review period. The date of release is unknown at this time, but upon release the environmental document will be posted on the County's Project Viewer webpage: https://planningdocuments.saccounty.net/.

Enclosed, please find a project description, project vicinity map, and Area of Potential Effect (APE) map of the site. The Hazel Avenue/U.S. 50 Interchange Project includes modifications to the interchange to increase the distance between the eastbound ramps and Folsom Boulevard, minimize conflicts with heavy and light rail, increase roadway and ramp capacity for future traffic volumes, and maintain the Aerojet Road off-ramp while improving the U.S. 50 mainline operations.

Sincerely,

Catherine Hack

Catherine Hack, Environmental Coordinator

Attachments: Project Description, Project Location Map, Area of Potential Effect (APE) Map

PROJECT TITLE:

HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT

CONTROL NUMBER:

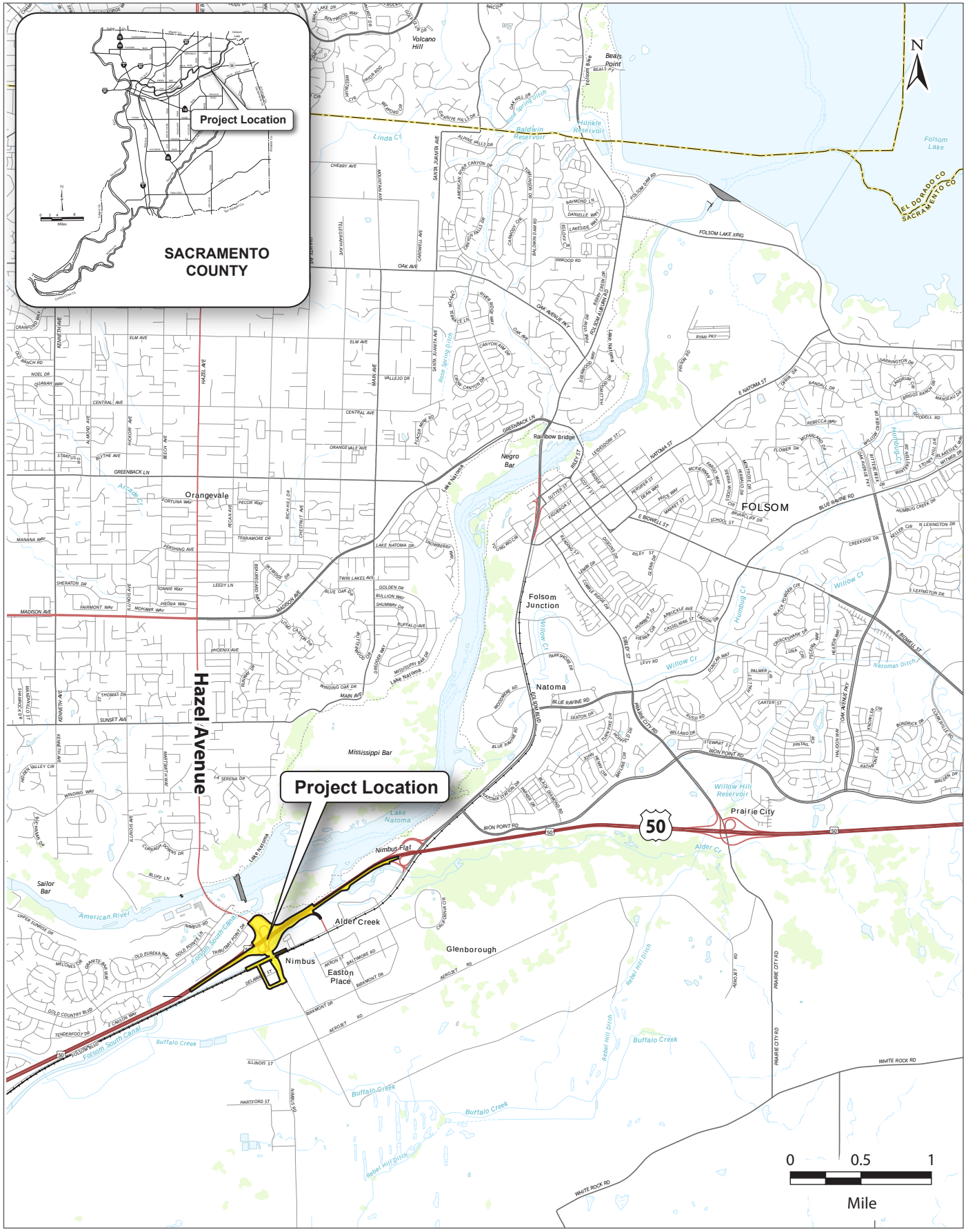
2011-70062

PROJECT DESCRIPTION AND LOCATION:

This project proposes improvements at the Hazel Avenue interchange with U.S. 50, located in the County of Sacramento. The project area is bounded along Hazel Avenue by the Tributary Point/westbound off-ramp intersection to the north, and extends approximately 1000 feet south of Folsom Boulevard to a future intersection within the approved Easton Place development. The project limits along U.S. 50 begin approximately 3200 feet west of the existing Hazel Avenue overcrossing, and extend just east of the gore of the eastbound off-ramp at the Folsom Boulevard interchange. Improvements along Folsom Boulevard will extend from approximately 1200 feet west of the Hazel Avenue intersection to 900 feet to the east.

The project includes the following elements.

- Extension of Hazel Avenue south to a proposed intersection with the future Atlanta Street.
- Grade separation of Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor – Joint Powers Authority rail corridor.
- Construction of a portion of an eastbound transition lane on U.S. 50 from Hazel Avenue to the gore of the eastbound off-ramp at the Folsom Boulevard interchange.
- Modification of the existing Aerojet Road off-ramp from U.S. 50.
- Construction of two lane on-ramps in each direction. On-ramps may include meters and carpool lanes.
- Reconstruction of the westbound loop on-ramp.
- Reconstruction of the eastbound diagonal off-ramp, and
- Reconstruction of both eastbound on-ramps.
- Construction of Eastbound auxiliary lanes for on-ramps and off-ramps, from west of the Hazel Avenue to the eastbound off-ramp, and from the loop on-ramp extending to the Folsom Boulevard interchange.
- Construction of approximately 2,300 feet of Folsom Boulevard roadway improvements including sidewalks, street lighting, and landscaping along the north side, and landscaping and lighting along the south side.
- Construction of Atlanta Street that would connect Folsom Boulevard and the southern extension of Hazel Avenue. This section Atlanta Street has been referred to as the “jughandle” due to its shape from and aerial perspective.



00529.15 Task 003 (10-26-2015) SS

ICF INTERNATIONAL

Project Location

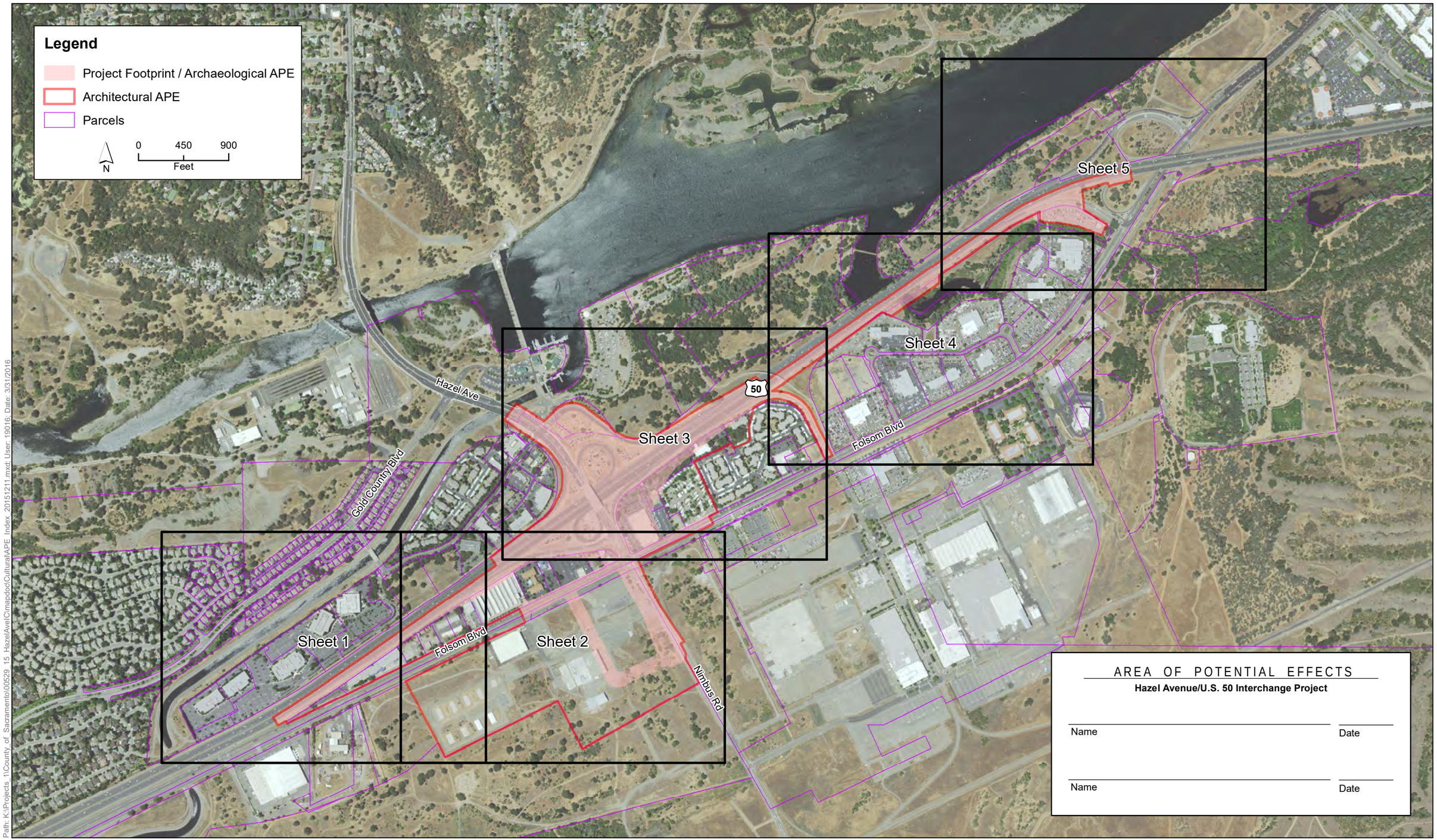


Figure 3
DRAFT - Area of Potential Effects – Map Index
Hazel Avenue/U.S. 50 Interchange Project

Hazel Avenue/U.S. 50 Interchange Project
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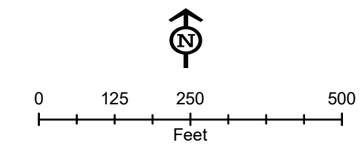
Legend

- Project Footprint / Archaeological APE
- Architectural APE
- Parcels



1 inch = 250 feet

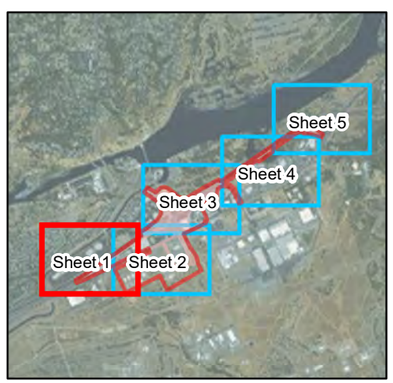


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Figure 3
DRAFT - Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project

Hazel Avenue/U.S. 50 Interchange Project
Page 2 of 5

Legend

- Project Footprint / Archaeological APE
- Architectural APE
- Parcels

0 125 250 500
Feet

1 inch = 250 feet

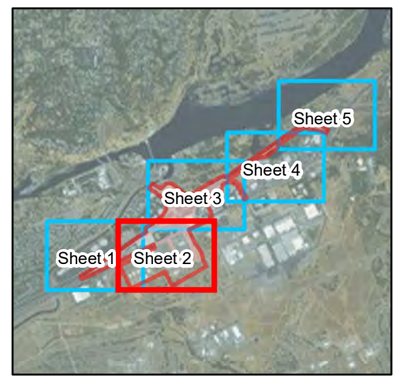

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Figure 3
DRAFT - Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project

Hazel Avenue/U.S. 50 Interchange Project
Page 3 of 5

Legend

- Project Footprint / Archaeological APE
- Architectural APE
- Parcels

0 125 250 500
Feet

1 inch = 250 feet

Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5

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Figure 3
DRAFT - Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project

Hazel Avenue/U.S. 50 Interchange Project
Page 4 of 5

Legend

- Project Footprint / Archaeological APE
- Architectural APE
- Parcels

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Feet

1 inch = 250 feet

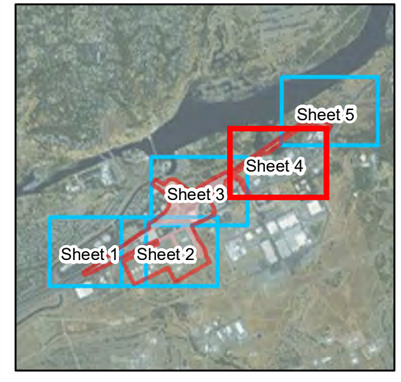

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Figure 3
DRAFT - Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project

Hazel Avenue/U.S. 50 Interchange Project
Page 5 of 5

Legend

- Project Footprint / Archaeological APE
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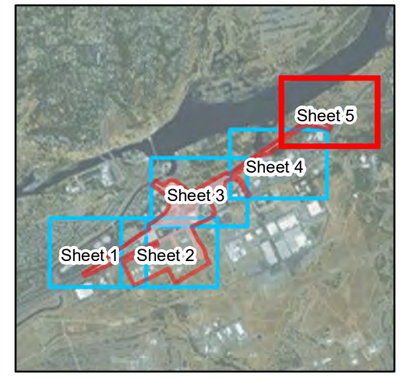

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Figure 3
DRAFT - Area of Potential Effects
Hazel Avenue/U.S. 50 Interchange Project

Historical Society Correspondence

1. California Historical Society
2. Folsom Historical Society:

   823 Sutter Street, Folsom Ca 95630 (916) 985-2707, info@folsomhistoricalsociety.org

   Archives open Tues-Friday by appointment only:
   http://www.folsomhistoricalsociety.org/research/
3. Rancho Cordova Historical Society

   2729 Prospect Park Dr., Ste 117, Rancho Cordova, CA 95670, ranchocordovahistory.com
4. Sacramento County Historical Society

   P.O. Box 160065, Sacramento, Ca 95816 (916) 572-9858
5. Heritage Preservation League of Folsom (sent 8/29)

   P.O. Box 353
   Folsom, CA 95763-0353

March 25, 2016

The California Historical Society
678 Mission Street
San Francisco, CA 94105

t: Section 106 and CEQA review of the U.S. 50 / Hazel Avenue Interchange Improvements Project, in Sacramento County, California.

Dear California Historical Society:

ICF International is currently conducting a cultural resources study for the U.S. 50 / Hazel Avenue Interchange Improvement Project in Sacramento County (see attached Project Location Map). The County of Sacramento, in cooperation with Caltrans and the City of Rancho Cordova, proposes to modify the existing U.S. 50/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. Hazel Avenue will be extended further south to a proposed intersection with the future Atlanta Street (a new roadway that will be constructed as part of the Easton Place development). The primary purpose of the project is to modify the existing U.S. 50/Hazel Avenue Interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel including bicycles and pedestrians. Two alternatives, with one sub-alternative, have been developed for the project.

Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and, and Sacramento County is the lead agency under the California Environmental Quality Act (CEQA).

As part of our effort to identify cultural resources in the area of potential effects, we are consulting historical societies, museums, and archives, like yourself, to determine if you have any knowledge of, or information on, historical resources that may be affected by the proposed project. We are also interested in any historical information, including photographs, maps, and oral histories pertaining to the project area and vicinity, particularly any historical information you might have on the Nimbus Winery in Rancho Cordova.

We thank you in advance for your assistance with this. If you have any questions or comments regarding this project, please call me at (415) 677-7105, or email <afike@icfi.com>.

Sincerely,

Aisha Fike, MA
Architectural Historian

Enclosure: Project Location Map

March 25, 2016

Folsom Historical Society
823 Sutter Street
Folsom, CA 95630

t: Section 106 and CEQA review of the U.S. 50 / Hazel Avenue Interchange Improvements Project, in Sacramento County, California.

Dear Folsom Historical Society:

ICF International is currently conducting a cultural resources study for the U.S. 50 / Hazel Avenue Interchange Improvement Project in Sacramento County (see attached Project Location Map). The County of Sacramento, in cooperation with Caltrans and the City of Rancho Cordova, proposes to modify the existing U.S. 50/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. Hazel Avenue will be extended further south to a proposed intersection with the future Atlanta Street (a new roadway that will be constructed as part of the Easton Place development). The primary purpose of the project is to modify the existing U.S. 50/Hazel Avenue Interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel including bicycles and pedestrians. Two alternatives, with one sub-alternative, have been developed for the project.

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We thank you in advance for your assistance with this. If you have any questions or comments regarding this project, please call me at (415) 677-7105, or email <afike@icfi.com>.

Sincerely,

Aisha Fike, MA
Architectural Historian

Enclosure: Project Location Map

March 25, 2016

Rancho Cordova Historical Society
2729 Prospect Park Drive
Ste. 117
Rancho Cordova, CA 95670

t: Section 106 and CEQA review of the U.S. 50 / Hazel Avenue Interchange Improvements Project, in Sacramento County, California.

Dear Rancho Cordova Historical Society:

ICF International is currently conducting a cultural resources study for the U.S. 50 / Hazel Avenue Interchange Improvement Project in Sacramento County (see attached Project Location Map). The County of Sacramento, in cooperation with Caltrans and the City of Rancho Cordova, proposes to modify the existing U.S. 50/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. Hazel Avenue will be extended further south to a proposed intersection with the future Atlanta Street (a new roadway that will be constructed as part of the Easton Place development). The primary purpose of the project is to modify the existing U.S. 50/Hazel Avenue Interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel including bicycles and pedestrians. Two alternatives, with one sub-alternative, have been developed for the project.

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We thank you in advance for your assistance with this. If you have any questions or comments regarding this project, please call me at (415) 677-7105, or email <afike@icfi.com>.

Sincerely,

Aisha Fike, MA
Architectural Historian

Enclosure: Project Location Map

March 25, 2016

Sacramento County Historical Society
P.O. Box 160065
Sacramento, CA 95816

t: Section 106 and CEQA review of the U.S. 50 / Hazel Avenue Interchange Improvements Project, in Sacramento County, California.

Dear Sacramento County Historical Society:

ICF International is currently conducting a cultural resources study for the U.S. 50 / Hazel Avenue Interchange Improvement Project in Sacramento County (see attached Project Location Map). The County of Sacramento, in cooperation with Caltrans and the City of Rancho Cordova, proposes to modify the existing U.S. 50/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. Hazel Avenue will be extended further south to a proposed intersection with the future Atlanta Street (a new roadway that will be constructed as part of the Easton Place development). The primary purpose of the project is to modify the existing U.S. 50/Hazel Avenue Interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel including bicycles and pedestrians. Two alternatives, with one sub-alternative, have been developed for the project.

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We thank you in advance for your assistance with this. If you have any questions or comments regarding this project, please call me at (415) 677-7105, or email <afike@icfi.com>.

Sincerely,

Aisha Fike, MA
Architectural Historian

Enclosure: Project Location Map

August 29, 2016

Heritage Preservation League of Folsom
P.O. Box 353
Folsom, CA 95763-0353

t: Section 106 and CEQA review of the U.S. 50 / Hazel Avenue Interchange Improvements Project, in Sacramento County, California.

Dear Heritage Preservation League of Folsom:

ICF International is currently conducting a cultural resources study for the U.S. 50 / Hazel Avenue Interchange Improvement Project in Sacramento County (see attached Project Location Map). The County of Sacramento, in cooperation with Caltrans and the City of Rancho Cordova, proposes to modify the existing U.S. 50/Hazel Avenue interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. Hazel Avenue will be extended further south to a proposed intersection with the future Atlanta Street (a new roadway that will be constructed as part of the Easton Place development). The primary purpose of the project is to modify the existing U.S. 50/Hazel Avenue Interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel including bicycles and pedestrians. Two alternatives, with one sub-alternative, have been developed for the project.

Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and, and Sacramento County is the lead agency under the California Environmental Quality Act (CEQA).

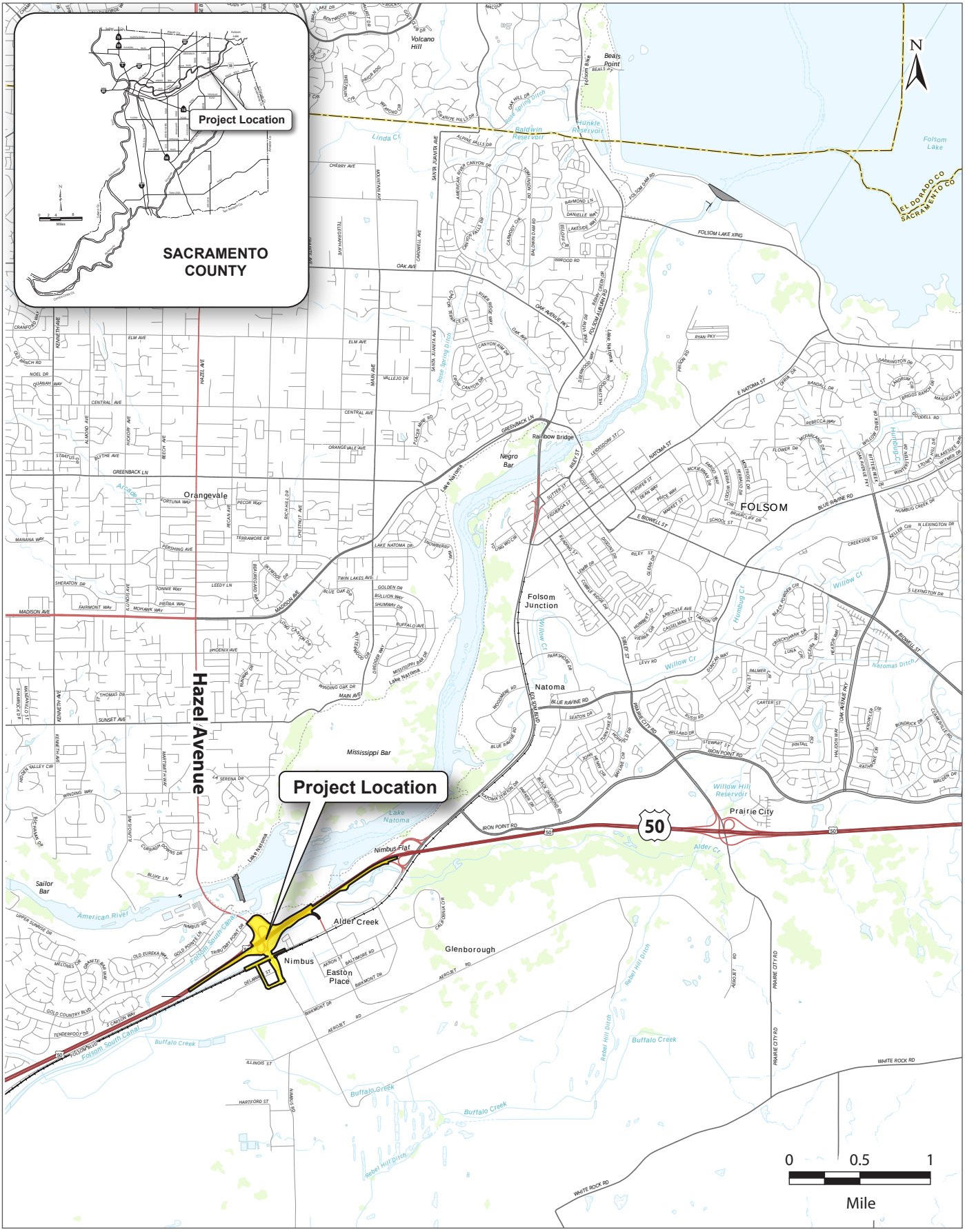
As part of our effort to identify cultural resources in the area of potential effects, we are consulting historical societies, museums, and archives, like yourself, to determine if you have any knowledge of, or information on, historical resources that may be affected by the proposed project. We are also interested in any historical information, including photographs, maps, and oral histories pertaining to the project area and vicinity, particularly any historical information you might have on the Nimbus Winery in Rancho Cordova/Folsom.

We thank you in advance for your assistance with this. If you have any questions or comments regarding this project, please call me at (415) 677-7105, or email <afike@icfi.com>.

Sincerely,

Aisha Fike, MA
Architectural Historian

Enclosure: Project Location Map



00529.15 Task 003 (10-26-2015) SS

ICF INTERNATIONAL

Figure 1
Project Location

From:	Pappas, Steve
To:	Pappas, Steve
Subject:	FW: Heritage Preservation League response to CEQA review letter for U.S. 50 Hazel interchange
Date:	Friday, July 20, 2018 11:55:32 AM
Attachments:	image001.png

From: Fike, Aisha
Sent: Wednesday, November 16, 2016 9:38 AM
To: Lin, Sandy <Sandy.Lin@icf.com>
Cc: Zamora, Cherry <Cherry.Zamora@icf.com>; Pappas, Steve <Steve.Pappas@icf.com>
Subject: FW: Heritage Preservation League response to CEQA review letter for U.S. 50 Hazel interchange

Hello team, I just heard back from an interested party and have responded thanking them for reaching out. Have the reports been submitted yet? I would like to add a brief sentence that we heard back from the Heritage Preservation League, however, it can wait until the final round of submittals. No biggie.

Thank you all,

Aisha

From: Beth Kelly [mailto:bk@burlesonconsulting.com]
Sent: Wednesday, November 16, 2016 9:22 AM
To: Fike, Aisha <aisha.rahimi@icf.com>
Cc: Anne Rhea <annerhea@comcast.net>; Beth Kelly <bk@burlesonconsulting.com>; Dennis Stefani (d.stefani@sbcglobal.net) <d.stefani@sbcglobal.net>; karenpardieck@sbcglobal.net; Lisbet Gullone (lgullone@gmail.com) <lgullone@gmail.com>; Loretta <loretta@shaunv.com>; Marty Donahoo <mart@fedshra.org>
Subject: Heritage Preservation League response to CEQA review letter for U.S. 50 Hazel interchange

Hello Aisha,

Sorry for the delay in responding to your August 29 letter to the Heritage Preservation League asking for information related to the Nimbus Winery near the U.S.50 Hazel interchange project. The Heritage Preservation League is interested in preserving the Nimbus Wintery and former cannery, previously part of the Natomas Company. We don't have any photos or information in our files; however, the Folsom Historical Society History Museum in Folsom on Sutter Street would have those for your review. The best person to contact there is Rodi Lee.

Sincerely,

Heritage Preservation League
P.O. Box 353
Folsom, CA

Beth Kelly
Program Manager

Burleson Consulting Inc.
Woman-Owned Small Business
Environmental Puzzle Masters

Burleson Consulting, Inc.
950 Glenn Drive Suite 245
Folsom CA 95630
(916) 984-4651 ext. 114 office
(916) 605-6865 cell
bk@burlesonconsulting.com
www.burlesonconsulting.com

Project Level Conformity Group Interagency Consultation

MTIP ID# *(required):* SAC24255

Project Description *(clearly describe project):*
The County of Sacramento, in cooperation with the California Department of Transportation (Caltrans) and the City of Rancho Cordova, proposes to modify the existing U.S. 50/Hazel Avenue interchange and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail corridor. Hazel Avenue will be extended further south to a proposed intersection with the future Atlanta Street (a new roadway that will be constructed as part of the Easton Place development). Both Build Alternatives would reconstruct the existing interchange on- and off-ramps, construct eastbound on- and off-ramp auxiliary lanes on U.S. 50, modify the existing Aerojet Road off-ramp from U.S. 50, construct a portion of an eastbound transition auxiliary lane on Highway 50 from Hazel Avenue through the Folsom Boulevard Overcrossing, improve pedestrian access on the east side of Hazel Avenue, and provide various roadway improvements along Folsom Boulevard.

Type of Project:	**County:**
Reconfigure existing Interchange	Sacramento

Narrative Location/Route & Post Miles: The project is located in the County of Sacramento at the interchange of Hazel Avenue and U.S. 50 (PM 15.1-17.4).
Caltrans Projects – EA#: 03-3E380

Lead Agency: Sacramento County (CEQA) and Caltrans (NEPA)

Contact Person:	**Email:**
Marianne Biner, Sacramento County	binerm@saccounty.net

Phone#: #: 916-874-7520

Hot Spot Pollutant of Concern *(check one or both)*
PM2.5 ☒ **PM10** ☒

Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)?
Typically, EA or above is a 23 USC 327 project.

(check one)
23 USC 326 ☐ **23 USC 327** ☒

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*
Categorical Exclusion (NEPA) ☐ **EA or Draft EIS** ☒ **FONSI or Final EIS** ☐

Scheduled Date of Federal Action: December 2017

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2016	2018	2019	2020
End	2017	2019	2020	2022

Project Purpose and Need *(Summary):*
(attach additional sheets as necessary)
The primary purpose of the project is to modify the existing U.S. 50/Hazel Avenue Interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel including bicycles and pedestrians. The following objectives will be met by the Build Alternatives:

- Improve operations by removing the close intersection spacing between the eastbound ramps and Folsom Boulevard, and minimizing conflict with heavy and light rail.
- Provide sufficient capacity in the ramps and roadways for future traffic volumes.
- Maintain the Aerojet Road off-ramp connection to the approved development while improving the mainline operations.

The project is needed to relieve existing congestion at the interchange and to accommodate planned and approved developments identified by the adopted Sacramento County General Plan and SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy.

The approved developments within and near the project area will increase traffic demand beyond what the existing interchange can accommodate. The close intersection spacing between the Folsom Boulevard and eastbound ramp intersections does not provide sufficient queuing for increased traffic volumes. Additionally, the County of Sacramento is currently widening Hazel Avenue from the interchange to Madison Avenue from four to six traffic lanes. This increase in roadway capacity is expected to deliver more traffic to the interchange during peak traffic periods.

Surrounding Land Use/Traffic Generators *(Describe effect of traffic generators or diesel traffic. Also, provide a map, preferably aerial photo, with labeled locations of nearby (within 500 ft.) sensitive receptors, such as daycare facilities and schools)*:
The area surrounding the interchange contains several major traffic generators, such as retail shopping, the Nimbus Winery, and restaurants. The closet sensitive receptors are the Oak Brook Apartments, which includes a building approximately 50 feet south of eastbound lanes of U.S. 50. Other sensitive receptors within 1,000 feet of the interchange include the following (see Figure 1). Because the alternatives differ primarily by how traffic is routed through the interchange area, sensitive receptors are the same under all alternatives.

- Nimbus Dam Recreational Area—100 feet east of the westbound onramps from northbound Hazel Ave.
- Twilight RV & Mobile Home Park—100 feet south of eastbound lanes of U.S. 50.
- Cobble Oaks Apartments—650 feet west of Hazel Ave. north of U.S. 50.
- Sacramento State Aquatic Center—600 feet north of the westbound onramps from northbound Hazel Ave.
- Single family homes along Silver Point Lane and Gold Bluff Lane—1,000 feet north of westbound lanes of U.S. 50.

There are no schools, child care facilities, hospitals, or educational land uses in the immediate project vicinity.

Only if Facility is an Interchange or Intersection: Opening Year *Build and No Build cross-street AADT, % and # trucks, truck AADT)*:

Table 1 summarizes AADT and truck volumes on U.S. 50, while Table 2 summarizes AADT and truck volumes on the Aerojet Road/U.S. 50 off ramp, for the Build and No-Build alternatives for opening (2022) year. From a traffic operations perspective, the Build Alternatives differ only in terms of how traffic is routed through the interchange area. Traffic volumes, speeds, and other operational conditions under the alternatives are therefore identical (Shew pers. comm. A). Accordingly, the AADT volumes shown in Tables 1 and 2 are based on a single set of traffic conditions, which is representative of both Build Alternatives

Table 1: Mainline U.S. 50 Opening Year (2022) Build and No Build AADT and Truck Volumes

AADT			Truck Volume[a]		
Build	No Build	Change[b]	Build	No Build	Change[b]
168,180	166,910	1,270 (1%)	10,091	10,015	76 (1%)

Source: Shew pers. comm. B
[a] Trucks represent 6% of AADT on U.S. 50 in the project area (Shew pers. comm. C)
[b] Represents the change in traffic volume under the Build Alternatives, relative to No Build conditions.

Table 2: Aerojet Road/U.S. 50 Off-Ramp Opening Year (2022) AADT and Truck Volumes[a]

AADT	Truck %[b]	Truck Volume
2,070	2%	41

Source: Shew pers. comm. D
[a] No change in traffic volume nor truck percentage between the No Build and Build Alternatives or between the Build Alternatives (Shew pers. comm. D).
[b] Trucks represent 2% of AADT on Aerojet Road/U.S. 50 Off-Ramp (Shew pers. comm. D).

Intersections in the study area that are potentially affected by the proposed project were analyzed in the Draft Traffic Operations Report prepared by DKS Associates (2016). A summary of intersection operations under opening year (2022) Build and No-Build conditions are shown in Table A-1 in Attachment A. Trucks comprise approximately 6% of AADT on U.S. 50 in the project area and 2% of local traffic at the study intersections (Shew pers. comm. D).

Only if Facility is an Interchange or Intersection: MTP Horizon Year / Design Year *Build and No Build cross-street AADT, % and # trucks, truck AADT)*:

Table 3 summarizes AADT and truck volumes on U.S. 50, while Table 4 summarizes AADT and truck volumes on the Aerojet Road/U.S. 50 off ramp, for the Build and No-Build alternatives for design (2042) year. The design year was selected to provide a 20-year life based on Caltrans guidelines. As noted above, traffic volumes, speeds, and other operational conditions under the alternatives are identical (Shew pers. comm. A) Accordingly, the AADT volumes shown in Tables 3 and 4 are based on a single set of traffic conditions, which is representative of both Build Alternatives

Table 3: Mainline U.S. 50 Design Year (2042) Build and No Build AADT and Truck Volumes

AADT			Truck Volume[a]		
Build	No Build	Change[b]	Build	No Build	Change[b]
209,940	208,250	1,690 (1%)	12,596	12,495	101 (1%)

Source: Shew pers. comm. B
[a] Trucks represent 6% of AADT on U.S. 50 in the project area (Shew pers. comm. C)
[b] Represents the change in traffic volume under the Build Alternatives, relative to No Build conditions.

Table 4: Aerojet Road/U.S. 50 Off-Ramp Design Year (2042) AADT and Truck Volumes[a]

AADT	Truck %[b]	Truck Volume
4,200	2%	84

Source: Shew pers. comm. D
[a] No change in traffic volume nor truck percentage between the No Build and Build Alternatives or between the Build Alternatives (Shew pers. comm. D).
[b] Trucks represent 2% of AADT on Aerojet Road/U.S. 50 Off-Ramp (Shew pers. comm. D).

Intersections in the study area that are potentially affected by the proposed project were analyzed in the Draft Traffic Operations Report prepared by DKS Associates (2016). A summary of intersection operations under design year (2042) Build and No-Build conditions are shown in Tables A-2 in Attachment A. Trucks comprise approximately 6% of AADT on U.S. 50 in the project area and 2% of local traffic at the study intersections (Shew pers. comm. D).

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities):* Implementation of the Build Alternatives would redistribute traffic from Folsom Boulevard to the U.S. 50 corridor, relieving congestion on the local roadway network. Under No Build conditions, a portion of drivers bound for Aerojet Drive exit the interchange at Hazel Avenue and turn left onto Folsom Boulevard. This is due to heavy congestion on U.S. 50 between Hazel Avenue and the existing Aerojet Drive off-ramp. The reconstructed Aerojet off-ramp would allow drivers to continue to exit before Hazel Avenue, but would bypass the Hazel Avenue & U.S. 50 off-ramp intersection, reducing congestion and enhancing interchange operations. Implementation of the Build Alternatives is expected to increase truck traffic on U.S. 50 as truck traffic is redistributed from Folsom Boulevard onto U.S. 50. The redistribution of truck traffic onto U.S. 50 from Folsom Boulevard could result in improvements to diesel exhaust emissions, as diesel emissions are likely currently higher on Folsom due to greater congestion and queuing on Folsom relative to U.S. 50. Overall traffic volumes and congestion on Folsom Boulevard between Hazel Avenue and Aerojet Drive would likewise decrease (DKS Associates 2016).

The Build Alternatives would also address southbound queues on Hazel Avenue. Under No Build conditions, queues along southbound Hazel Avenue at the westbound off-ramp extend past the upstream intersection with Gold Country Boulevard. This is due to the heavy commute traffic using Hazel Avenue to access U.S. 50. Queuing is expected to be a major problem at the Folsom Boulevard/ Hazel Avenue intersection under the No Build condition, due to the short distance between the off-ramp and Folsom Boulevard. The grade separation of Hazel Avenue over Folsom Boulevard, together with the construction of the Jug Handle, eliminates the excessive queues at this location (DKS Associates 2016).

The freeway operations and ramp queuing analyses under design (2042) year conditions are provided in Tables A-3 and A-4, respectively, in Attachment A. As shown, the Build Alternatives reduce peak hour densities along several freeway segments, and dramatically increase vehicle storage on the Hazel Avenue and Aerojet Drive off-ramps.

Comments/Explanations/Details *(attach additional sheets as necessary):*
EPA's 2006 final transportation conformity rule (40 CFR 51.390 and Part 93) that addresses local air quality impacts in PM10 and PM2.5 nonattainment and maintenance areas specifies in 40 CFR93.123(b)(1) that only "projects of air quality concern" are required to undergo a PM2.5 or PM10 hotspot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified by thePM10/PM2.5 SIP as a localized concern. A list of projects of air quality concern, as defined by 40 CFR93.123(b)(1), is provided below

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.
2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not considered a project of air quality concern for PM10 and/or PM2.5 (POAQC) because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance.

1. **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.**

   The proposed project would construct improvements on an existing freeway interchange. For existing freeway facilities, the effect of a project on truck volumes is normally the main point on which this criterion is judged. A project may be located on a freeway with a substantial number of trucks, but if it does not change those truck volumes significantly, it may have a minimal effect on exhaust-related particulate matter. As shown in Table 2, the proposed project would increase design (2042) year truck volumes on U.S. 50 by approximately one percent, relative to No Build conditions. This increase is predominately a result of redistributed traffic from Folsom Boulevard. As described above, the Build Alternatives would reconstruct the Aerojet off-ramp at Hazel Avenue, providing direct and efficient access to Aerojet Drive from U.S. 50. Drivers seeking to bypass congestion on U.S. 50 between Hazel Avenue and the existing Aerojet off-ramp would no longer exit at Hazel Avenue and travel along Folsom Boulevard before reaching Aerojet Drive. Virtually all of the

AADT increase on U.S. 50 is therefore accounted for in an AADT decrease on Folsom Boulevard (Shew pers. comm. D).

The reconstructed Aerojet off-ramp would run parallel to U.S. 50, approximately 600 feet north of Folsom Boulevard. As shown in Figure 1, the Twilight RV & Mobile Home Park and Oak Brook Apartments are located between Folsom Boulevard and the reconstructed Aerojet off-ramp. Since the AADT increase on U.S. 50 is largely attributed to a corresponding AADT decrease on Folsom Boulevard, these receptors would be exposed to particulate matter emissions from the redistributed traffic under both Build and No Build conditions. However, particulate matter concentrations at these receptors locations may actually be lower under the Build Alternatives due to prevailing wind patterns and reduced truck congestion and queuing along Folsom Boulevard as truck traffic is redistributed onto U.S. 50. Data from the Sacramento International Airport indicate that winds in the project area are predominately from the south (Sacramento Metropolitan Air Quality Management District 2014) (see Figure 2). Accordingly, emissions generated by traffic on Folsom Boulevard are located downwind of the existing receptors and the predominant wind direction would direct roadway exhaust emissions towards these sensitive receptors. The Build Alternatives would redistribute traffic and associated emissions from Folsom Boulevard (downwind of sensitive receptors) to the north to U.S. 50/Aerojet off-ramp, which is upwind of the receptors. As such, while traffic and truck volumes between U.S. 50 and Folsom Boulevard would remain similar under Build and No Build conditions, the effect of moving traffic upwind of the existing residential receptors would likely lower particulate matter concentrations as a result of the southerly winds in the project area.

2. **Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**
   Implementation of the project would relieve congestion on the local roadway network by redistributing traffic from the local roadways to the U.S. 50 corridor. The traffic analysis evaluated nine intersections under opening (2022) and design (2042) year conditions (see Tables A-1 and A-2 in Attachment A). The Build Alternatives would have no effect or result in improved LOS and reduced vehicle delay at all but two study intersections (Hazel Avenue/Gold Country Boulevard and Hazel Avenue/U.S. 50 WB Ramps under Opening Year conditions, and Hazel Avenue/Gold Country Boulevard and Folsom Boulevard/U.S. 50 WB Ramps under Design Year conditions). However, none of the study intersections have a significant number of trucks (2%), therefore, the Build Alternatives would not affect any intersections with a high number of diesel vehicles.

3. **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.**
   The project does not include new bus or rail terminals and transfer points.

4. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.**
   The project does not include expanded bus or rail terminals and transfer points.

5. **Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**
   Currently, there is no SIP for the federal PM2.5 standard. The project area is not identified as a site of possible violation in the PM10 maintenance plan.

References Cited:

DKS Associates. 2016. Traffic Operations Report for Hazel Avenue/Route 50. March.

Sacramento Metropolitan Air Quality Management District. 2014. AERMOD meteorological data files (International Airport). http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools. Accessed June 6, 2017.

Shew, Cameron. (A) Associate Transportation Engineer. DKS Associates, Sacramento, CA. March 9, 2016—email message to Laura Yoon regarding alternatives analysis for Hazel Ave.

Shew, Cameron. (B) Associate Transportation Engineer. DKS Associates, Sacramento, CA. March 11, 2016—email message to Laura Yoon regarding AADT for Hazel Ave.

Shew, Cameron. (C) Associate Transportation Engineer. DKS Associates, Sacramento, CA. February 2, 2016—email message to Laura Yoon regarding truck percentages for Hazel Ave.

Shew, Cameron. (D) Associate Transportation Engineer. DKS Associates, Sacramento, CA. March 17, 2016—email message to Laura Yoon regarding AADT and truck volumes on the Aerojet Off-Ramp.

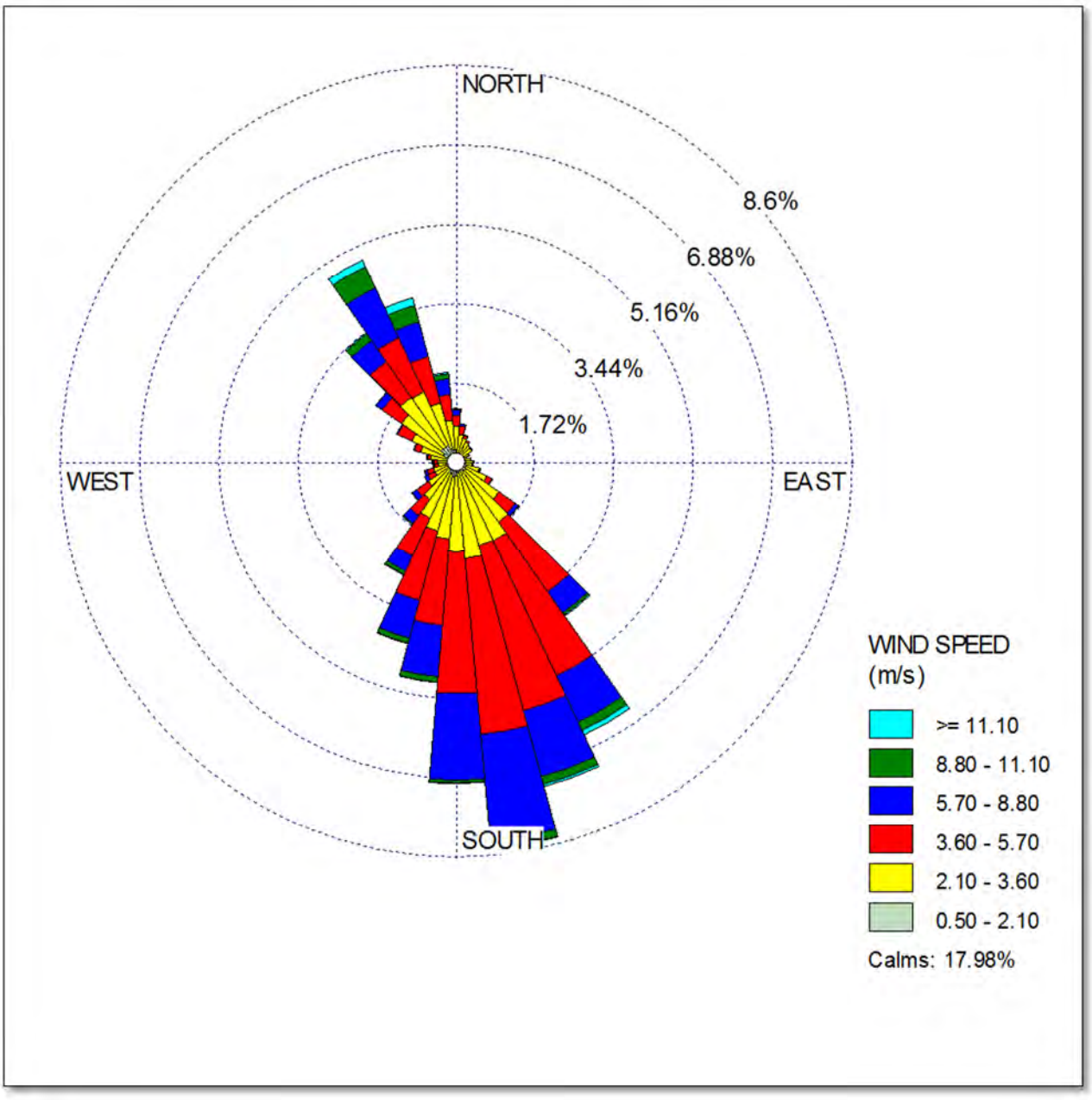
Figure 1

Legend
Alt 1
Sacramento State Aquatic Center
Single Family Homes
Cobble Oaks Apartments
Nimbus Dam Recreational Area
Oak Brook Apartments
Twilight RV & Mobile Home Park
American River Parkway
Hazel Ave
Old Eureka Rd
Gold Pointe Ln
Gold Bluff Ln
Gold Arbor Ct
Folsom South Canal
Tributary Point Dr
Tributary Ln
American River Bike Trail
50
Lincoln Hwy
Rocket Ct
Auto Mall Dr
Folsom Blvd
Marketplace Lane
Detroit St
Delaware St
Del Mar Ave
Nimbus Rd
Automall Pkwy
Arizona Ave
Birkmont Dr
Atlanta St
California Dr
Baltimore St
Florida Rd
Google earth
2000 ft
N

Figure 2

Wind Rose Plot – Sacramento International Airport

[Windspeed Direction (Blowing from)]



Source:

WRPlot View – Lakes Environmental Software

Meteorological data from Sacramento Metropolitan Air Quality Management District

Attachment A

Table A-1
Opening Year (2022) Intersection Operations Analysis

No.	Intersection	Opening Year (2022) No Build				Opening Year (2022) with Alt. 1/1A				Opening Year (2022) with Alt. 2			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1	Hazel Ave & Gold Country Blvd	C	23.7	E	66.1	C	26.5	E	69.3	C	23.7	E	78.5
2	Hazel Ave & US 50 WB Ramps/ Tributary Point Dr	D	40.3	D	42.6	D	36.2	D	45.8	C	30.0	E	63.7
3	Hazel Ave & US 50 EB Ramps	D	43.1	**F**	**82.7**	B	14.4	C	23.4	Free movement			
4	Hazel Ave & Folsom Blvd	D	50.9	**F**	**120.8**	Does not exist				Does not exist			
5	Folsom Blvd & Aerojet Rd	**D**	**37.5**	**E**	**61.0**	**D**	**37.5**	**E**	**61.0**	**D**	**37.5**	**E**	**61.0**
6	Folsom Blvd & Auto Mall Cir (West)	**(F)**	**50.7**	**(E)**	**(46.9)**	**(F)**	**50.7**	**(E)**	**(46.9)**	**(F)**	**50.7**	**(E)**	**(46.9)**
7	Folsom Blvd & Birkmont Dr/Auto Mall Cir (East)	C	25.7	**F**	**80.6**	C	25.7	**F**	**80.6**	C	25.7	**F**	**80.6**
8	Folsom Blvd & US 50 EB Ramps	C	24.1	B	18.0	C	24.1	B	18.0	C	24.1	B	18.0
9	Folsom Blvd & US 50 WB Ramps	**D**	**42.4**	**E**	**62.0**	**D**	**42.4**	**E**	**62.0**	**D**	**42.4**	**E**	**62.0**
10	Hazel Ave & Jug Handle	Does not exist				E	64.1	C	26.8	E	64.1	C	26.7
11	Folsom Blvd & Jug Handle	Does not exist				C	26.1	D	44.3	C	26.1	D	44.3

Note: **Bold** values indicate unacceptable level of service.
For intersections shared between Sacramento County (LOS "E" policy) and the City of Folsom (LOS "C" policy), Folsom's policy was used.
(X) (Y) indicates level of service shown for the highest delay stop-controlled approach.

Table A-2
Horizon Year (2042) Intersection Operations Analysis

No.	Intersection	Horizon Year (2042) No Build				Horizon Year (2042) with Alt. 1/1A				Horizon Year (2042) with Alt. 2			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1	Hazel Ave & Gold Country Blvd	C	30.8	D	54.5	C	29.6	E	55.5	C	30.3	E	61.5
2	Hazel Ave & US 50 WB Ramps/ Tributary Point Dr	D	42.2	**F**	**86.6**	D	42.1	E	72.4	C	32.1	E	65.7
3	Hazel Ave & US 50 EB Ramps	E	78.2	**F**	**90.9**	C	27.1	D	36.6	Free movement			
4	Hazel Ave & Folsom Blvd	**F**	**84.3**	**F**	**316.8**	Does not exist				Does not exist			
5	Folsom Blvd & Aerojet Rd	B	10.5	B	15.8	B	10.5	B	15.8	B	10.5	B	15.8
6	Folsom Blvd & Auto Mall Cir (West)	**(D)**	**(33.4)**	**(F)**	**(280.8)**	**(D)**	**(33.4)**	**(F)**	**(280.8)**	**(D)**	**(33.4)**	**(F)**	**(280.8)**
7	Folsom Blvd & Birkmont Dr/Auto Mall Cir (East)	B	14.1	B	17.5	B	14.0	B	17.4	B	14.0	B	17.4
8	Folsom Blvd & US 50 EB Ramps	**D**	**43.1**	**D**	**40.2**	C	32.8	**D**	**39.4**	C	32.8	**D**	**39.4**
9	Folsom Blvd & US 50 WB Ramps	B	15.9	B	12.3	B	16.3	B	16.5	B	16.6	B	16.5
10	Hazel Ave & Jug Handle	Does not exist				D	37.2	E	71.9	C	32.8	E	68.0
11	Folsom Blvd & Jug Handle	Does not exist				B	12.5	E	61.6	B	12.5	E	61.6

Note: **Bold** values indicate unacceptable level of service.
For intersections shared between Sacramento County (LOS "E" policy) and the City of Folsom (LOS "C" policy), Folsom's policy was used.
(X) (Y) indicates level of service shown for the highest delay stop-controlled approach.

Table A-3A
Horizon Year (2042) Freeway Operations Analysis (US 50 Eastbound)

Horizon Year (2042) No Build						Horizon Year (2042) with Alternative 1/1A or Alternative 2					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour		Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Rancho Cordova Pkwy to Hazel Ave	Basic	**F**	**54.2**	**F**	**60.8**	Rancho Cordova Pkwy to Hazel Ave	Basic	**F**	**54.2**	**F**	**60.8**
Hazel Ave Exit	Two-Lane Diverge	**F**	**35.0**	**F**	**38.1**	Hazel Ave Exit	Two-Lane Diverge	**F**	**23.5**	**F**	**26.9**
SB Hazel Ave Loop Entrance	One-Lane Merge	D	34.1	D	33.0	SB Hazel Ave Loop Entrance	One-Lane Merge	D	32.1	D	31.4
NB Hazel Ave Slip Entrance	Weave	D	28.7	C	27.9	NB Hazel Ave Slip Entrance	Weave	C	26.2	C	26.2
Aerojet Exit						Folsom Blvd Exit					
Aerojet Rd to Folsom Blvd	Basic	E	35.7	E	35.5						
Folsom Blvd Exit	Two-Lane Diverge	**F**	**45.8**	**F**	**45.7**						
Folsom Blvd Entrance	One-Lane Merge	**F**	**41.4**	**F**	**44.4**	Folsom Blvd Entrance	One-Lane Merge	C	26.3	D	28.9
Folsom Blvd to Prairie City Rd	Basic	**F**	**56.2**	**F**	**67.7**	Folsom Blvd to Prairie City Rd	Basic	**F**	**56.2**	**F**	**67.7**

Note: **Bold** values indicate unacceptable level of service.

Table A-3B
Horizon Year (2042) Freeway Operations Analysis (US 50 Westbound)

Horizon Year (2042) No Build						Horizon Year (2042) with Alternative 1/1A or Alternative 2					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour		Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Prairie City Rd to Folsom Blvd	Basic	E	41.4	**F**	**51.8**	Prairie City Rd to Folsom Blvd	Basic	E	41.4	**F**	**51.8**
Folsom Blvd Exit	One-Lane Diverge	E	44.0	**F**	**48.0**	Folsom Blvd Exit	One-Lane Diverge	E	44.0	**F**	**48.0**
Folsom Blvd Entrance	One-Lane Merge	**F**	**42.7**	**F**	**46.0**	Folsom Blvd Entrance	One-Lane Merge	**F**	**42.7**	**F**	**46.0**
Folsom Blvd to Hazel Ave	Basic	D	30.1	D	33.8	Folsom Blvd to Hazel Ave	Basic	D	30.1	D	33.8
Hazel Ave Exit	Two-Lane Diverge	B	11.5	B	13.0	Hazel Ave Exit	Two-Lane Diverge	B	11.5	B	13.0
NB Hazel Ave Loop Entrance	One-Lane Merge	D	29.4	D	32.6	NB Hazel Ave Loop Entrance	One-Lane Merge	D	29.4	D	32.6
SB Hazel Ave Slip Entrance	One-Lane Merge	**F**	**35.7**	**F**	**39.8**	SB Hazel Ave Slip Entrance	One-Lane Merge	**F**	**35.7**	**F**	**39.8**
Hazel Ave to Rancho Cordova Pkwy	Basic	E	41.8	**F**	**52.3**	Hazel Ave to Rancho Cordova Pkwy	Basic	E	41.8	**F**	**52.3**

Note: **Bold** values indicate unacceptable level of service.

Table A-4
Horizon Year (2042) Ramp Queuing Analysis

Direction	Ramp Queue	Horizon Year (2042) No Build			Horizon Year (2042) with Alternative 1/1A			Horizon Year (2042) with Alternative 2		
		Storage Length (ft)	AM Queue (ft)	PM Queue (ft)	Storage Length (ft)	AM Queue (ft)	PM Queue (ft)	Storage Length (ft)	AM Queue (ft)	PM Queue (ft)
US 50 Eastbound	Off-Ramp to Hazel Ave	1,350	1,037	**1,753**	2,400	644	835	2,250	-	-
	Off-Ramp to Aerojet Rd	1,425	131	262	2,400	131	262	2,250	131	262
	Off-Ramp to Folsom Blvd	1,300	546	473	1,300	512	464	1,300	512	464
US 50 Westbound	Off-Ramp to Folsom Blvd	1,550	116	132	1,550	120	178	1,550	120	178
	Off-Ramp to Hazel Ave	2,030	606	577	2,030	669	603	2,030	450	1,195

Note: **Bold** values indicate queuing exceeding storage capacity.
Gray shaded cells highlight changes to storage capacity due to the project.
Queues shown represent the 95th percentile.

Lin, Sandy

From: Jose Luis Caceres <JCaceres@sacog.org>
Sent: Monday, July 10, 2017 8:30 AM
To: Hatcher, Shannon
Subject: FW: Not a POAQC: US 50/Hazel Interchange Project (SAC24255)

- José Luis Cáceres

From: Jose Luis Caceres
Sent: Monday, June 19, 2017 2:08 PM
To: ALETA KENNARD; alexander.fong@dot.ca.gov; AGreen@placer.ca.gov; Jose Luis Caceres; CAnderson@airquality.org; dave.johnston@edcgov.us; douglas.coleman@dot.ca.gov; Heather.Phillips@arb.ca.gov; Lee Jason (jason.lee@dot.ca.gov); jbarton@edctc.org; Ungvarsky.John@epa.gov; Joseph.Vaughn@dot.gov; oconnor.karina@epa.gov; lmcneel-caird@pctpa.net; mjones@ysaqmd.org; Wright Molly (mwright@airquality.org); pphilley@airquality.org; Renee DeVere-Oki; rodney.tavitas@dot.ca.gov; shalanda_christian@dot.ca.gov; sharon.tang@dot.ca.gov; Shengyi Gao; sspaethe@fraqmd.org; Yu-Shuo (YChang@placer.ca.gov)
Subject: Not a POAQC: US 50/Hazel Interchange Project (SAC24255)

All,

The Project Level Conformity Group has determined that Sacramento County's project, US 50/Hazel Interchange Project, is **NOT** a Project of Air Quality Concern (POAQC).

EPA and FHWA concurred on 6/19/2017.

Thank you everyone.

- José Luis Cáceres

From: Vaughn, Joseph (FHWA) [mailto:Joseph.Vaughn@dot.gov]
Sent: Monday, June 19, 2017 9:55 AM
To: Jose Luis Caceres; ALETA KENNARD; alexander.fong@dot.ca.gov; AGreen@placer.ca.gov; CAnderson@airquality.org; dave.johnston@edcgov.us; douglas.coleman@dot.ca.gov; Heather.Phillips@arb.ca.gov; Lee Jason (jason.lee@dot.ca.gov); jbarton@edctc.org; Ungvarsky.John@epa.gov; oconnor.karina@epa.gov; lmcneel-caird@pctpa.net; mjones@ysaqmd.org; Wright Molly (mwright@airquality.org); pphilley@airquality.org; Renee DeVere-Oki; rodney.tavitas@dot.ca.gov; shalanda_christian@dot.ca.gov; sharon.tang@dot.ca.gov; Shengyi Gao; sspaethe@fraqmd.org; Yu-Shuo (YChang@placer.ca.gov)
Cc: Hatcher, Shannon; Biner. Marianne; RAZOR@SacCounty.NET; raygania@saccounty.net
Subject: RE: POAQC: US 50/Hazel Interchange Project (SAC24255): Due 6/30

FHWA concurs that this is not a project of air quality concern.

Joseph Vaughn
Environmental Specialist
FHWA, CA Division
(916) 498-5346

From: Jose Luis Caceres [mailto:JCaceres@sacog.org]
Sent: Friday, June 16, 2017 9:02 AM
To: ALETA KENNARD <akennard@airquality.org>; alexander.fong@dot.ca.gov; AGreen@placer.ca.gov; Jose Luis Caceres <JCaceres@sacog.org>; CAnderson@airquality.org; dave.johnston@edcgov.us; douglas.coleman@dot.ca.gov; Heather.Phillips@arb.ca.gov; Lee Jason (jason.lee@dot.ca.gov) <jason.lee@dot.ca.gov>; jbarton@edctc.org; Ungvarsky.John@epa.gov; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; oconnor.karina@epa.gov; lmcneel-caird@pctpa.net; mjones@ysaqmd.org; Wright Molly (mwright@airquality.org) <mwright@airquality.org>; pphilley@airquality.org; Renee DeVere-Oki <RDeVere-Oki@sacog.org>; rodney.tavitas@dot.ca.gov; shalanda_christian@dot.ca.gov; sharon.tang@dot.ca.gov; Shengyi Gao <SGao@sacog.org>; sspaethe@fraqmd.org; Yu-Shuo (YChang@placer.ca.gov) <YChang@placer.ca.gov>
Cc: Hatcher, Shannon <Shannon.Hatcher@icf.com>; Biner. Marianne <binerm@saccounty.net>; RAZOR@SacCounty.NET; raygania@saccounty.net
Subject: POAQC: US 50/Hazel Interchange Project (SAC24255): Due 6/30

Project Level Conformity Working Group:

Attached for interagency review is the Sacramento County's project, US 50/Hazel Interchange Project (CAL20728). As part of project level conformity under NEPA, it requires a determination of whether it is a project of air quality concern.

Please confirm that you concur that this is NOT a Project of Air Quality Concern (POAQC). Please email questions and comments **by 5 p.m., Friday, June 30th.**

This project falls under the 23 USC 327 (formerly 6005) federal process. As such, it requires written concurrence by EPA (Karina O'Conner) and FHWA (Joseph Vaughn). Please remember to use "reply all," to make comments to the group. Otherwise, you may also contact the sponsor directly:

Mr. Shannon Hatcher | Senior Air Quality and Climate Change Supervisor | 916.231.9528 direct
916.737.3030 fax | shannon.hatcher@icf.com | icf.com
ICF | 630 K Street Address, Suite 400, Sacramento, CA 95814 USA | 916.752.0942 mobile

- José Luis Cáceres

From: Hatcher, Shannon [mailto:Shannon.Hatcher@icf.com]
Sent: Friday, June 09, 2017 2:54 PM
To: Jose Luis Caceres
Subject: PLCG Review for US 50/Hazel Interchange Project

Hi José Luis,

On behalf of the Sacramento County, ICF is submitting the attached POAQC analysis for the US 50/Hazel Interchange Project. It is requested that the project be circulated among SACOG's Project Level Conformity Group and concurrence that the project is not a POAQC be obtained.

I have attached both PDF and Word copies of the analysis.

Please let me know if you have any questions or would like revisions to the analysis prior to circulation.

Thank you,
Shannon Hatcher

Mr. Shannon Hatcher | Senior Air Quality and Climate Change Supervisor | 916.231.9528 direct
916.737.3030 fax | shannon.hatcher@icf.com | icf.com
ICF | 630 K Street Address, Suite 400, Sacramento, CA 95814 USA | 916.752.0942 mobile

Learn how ICF makes big things possible for its clients.

Lin, Sandy

From: OConnor, Karina <OConnor.Karina@epa.gov>
Sent: Monday, June 19, 2017 9:45 AM
To: Jose Luis Caceres; ALETA KENNARD; alexander.fong@dot.ca.gov; AGreen@placer.ca.gov; canderson@airquality.org; dave.johnston@edcgov.us; douglas.coleman@dot.ca.gov; Heather.Phillips@arb.ca.gov; Lee Jason (jason.lee@dot.ca.gov); jbarton@edctc.org; Ungvarsky, John; Joseph.Vaughn@dot.gov; lmcneel-caird@pctpa.net; mjones@ysaqmd.org; Wright Molly (mwright@airquality.org); pphilley@airquality.org; Renee DeVere-Oki; rodney.tavitas@dot.ca.gov; shalanda_christian@dot.ca.gov; sharon.tang@dot.ca.gov; Shengyi Gao; sspaethe@fraqmd.org; Yu-Shuo (YChang@placer.ca.gov)
Cc: Hatcher, Shannon; Biner. Marianne; RAZOR@SacCounty.NET; raygania@saccounty.net
Subject: RE: POAQC: US 50/Hazel Interchange Project (SAC24255): Due 6/30

EPA concurs that this is not a project of air quality concern.

Karina OConnor
EPA, Region 9
Air Planning Office (AIR-2)
(775) 434-8176
oconnor.karina@epa.gov

From: Jose Luis Caceres [mailto:JCaceres@sacog.org]
Sent: Friday, June 16, 2017 9:02 AM
To: ALETA KENNARD <akennard@airquality.org>; alexander.fong@dot.ca.gov; AGreen@placer.ca.gov; Jose Luis Caceres <JCaceres@sacog.org>; canderson@airquality.org; dave.johnston@edcgov.us; douglas.coleman@dot.ca.gov; Heather.Phillips@arb.ca.gov; Lee Jason (jason.lee@dot.ca.gov) <jason.lee@dot.ca.gov>; jbarton@edctc.org; Ungvarsky, John <Ungvarsky.John@epa.gov>; Joseph.Vaughn@dot.gov; OConnor, Karina <OConnor.Karina@epa.gov>; lmcneel-caird@pctpa.net; mjones@ysaqmd.org; Wright Molly (mwright@airquality.org) <mwright@airquality.org>; pphilley@airquality.org; Renee DeVere-Oki <RDeVere-Oki@sacog.org>; rodney.tavitas@dot.ca.gov; shalanda_christian@dot.ca.gov; sharon.tang@dot.ca.gov; Shengyi Gao <SGao@sacog.org>; sspaethe@fraqmd.org; Yu-Shuo (YChang@placer.ca.gov) <YChang@placer.ca.gov>
Cc: Hatcher, Shannon <Shannon.Hatcher@icf.com>; Biner. Marianne <binerm@saccounty.net>; RAZOR@SacCounty.NET; raygania@saccounty.net
Subject: POAQC: US 50/Hazel Interchange Project (SAC24255): Due 6/30

Project Level Conformity Working Group:

Attached for interagency review is the Sacramento County's project, US 50/Hazel Interchange Project (CAL20728). As part of project level conformity under NEPA, it requires a determination of whether it is a project of air quality concern.

Please confirm that you concur that this is NOT a Project of Air Quality Concern (POAQC). Please email questions and comments **by 5 p.m., Friday, June 30th.**

This project falls under the 23 USC 327 (formerly 6005) federal process. As such, it requires written concurrence by EPA (Karina O'Conner) and FHWA (Joseph Vaughn). Please remember to use "reply all," to make comments to the group. Otherwise, you may also contact the sponsor directly:

Mr. Shannon Hatcher | Senior Air Quality and Climate Change Supervisor | 916.231.9528 direct
916.737.3030 fax | shannon.hatcher@icf.com | icf.com
ICF | 630 K Street Address, Suite 400, Sacramento, CA 95814 USA | 916.752.0942 mobile

- José Luis Cáceres

From: Hatcher, Shannon [mailto:Shannon.Hatcher@icf.com]
Sent: Friday, June 09, 2017 2:54 PM
To: Jose Luis Caceres
Subject: PLCG Review for US 50/Hazel Interchange Project

Hi José Luis,

On behalf of the Sacramento County, ICF is submitting the attached POAQC analysis for the US 50/Hazel Interchange Project. It is requested that the project be circulated among SACOG's Project Level Conformity Group and concurrence that the project is not a POAQC be obtained.

I have attached both PDF and Word copies of the analysis.

Please let me know if you have any questions or would like revisions to the analysis prior to circulation.

Thank you,
Shannon Hatcher

Mr. Shannon Hatcher | Senior Air Quality and Climate Change Supervisor | 916.231.9528 direct
916.737.3030 fax | shannon.hatcher@icf.com | icf.com
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Lin, Sandy

From: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>
Sent: Monday, June 19, 2017 9:55 AM
To: Jose Luis Caceres; ALETA KENNARD; alexander.fong@dot.ca.gov; AGreen@placer.ca.gov; CAnderson@airquality.org; dave.johnston@edcgov.us; douglas.coleman@dot.ca.gov; Heather.Phillips@arb.ca.gov; Lee Jason (jason.lee@dot.ca.gov); jbarton@edctc.org; Ungvarsky.John@epa.gov; oconnor.karina@epa.gov; lmcneel-caird@pctpa.net; mjones@ysaqmd.org; Wright Molly (mwright@airquality.org); pphilley@airquality.org; Renee DeVere-Oki; rodney.tavitas@dot.ca.gov; shalanda_christian@dot.ca.gov; sharon.tang@dot.ca.gov; Shengyi Gao; sspaethe@fraqmd.org; Yu-Shuo (YChang@placer.ca.gov)
Cc: Hatcher, Shannon; Biner. Marianne; RAZOR@SacCounty.NET; raygania@saccounty.net
Subject: RE: POAQC: US 50/Hazel Interchange Project (SAC24255): Due 6/30

FHWA concurs that this is not a project of air quality concern.

Joseph Vaughn
Environmental Specialist
FHWA, CA Division
(916) 498-5346

From: Jose Luis Caceres [mailto:JCaceres@sacog.org]
Sent: Friday, June 16, 2017 9:02 AM
To: ALETA KENNARD <akennard@airquality.org>; alexander.fong@dot.ca.gov; AGreen@placer.ca.gov; Jose Luis Caceres <JCaceres@sacog.org>; CAnderson@airquality.org; dave.johnston@edcgov.us; douglas.coleman@dot.ca.gov; Heather.Phillips@arb.ca.gov; Lee Jason (jason.lee@dot.ca.gov) <jason.lee@dot.ca.gov>; jbarton@edctc.org; Ungvarsky.John@epa.gov; Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; oconnor.karina@epa.gov; lmcneel-caird@pctpa.net; mjones@ysaqmd.org; Wright Molly (mwright@airquality.org) <mwright@airquality.org>; pphilley@airquality.org; Renee DeVere-Oki <RDeVere-Oki@sacog.org>; rodney.tavitas@dot.ca.gov; shalanda_christian@dot.ca.gov; sharon.tang@dot.ca.gov; Shengyi Gao <SGao@sacog.org>; sspaethe@fraqmd.org; Yu-Shuo (YChang@placer.ca.gov) <YChang@placer.ca.gov>
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Subject: POAQC: US 50/Hazel Interchange Project (SAC24255): Due 6/30

Project Level Conformity Working Group:

Attached for interagency review is the Sacramento County's project, US 50/Hazel Interchange Project (CAL20728). As part of project level conformity under NEPA, it requires a determination of whether it is a project of air quality concern.

Please confirm that you concur that this is NOT a Project of Air Quality Concern (POAQC). Please email questions and comments **by 5 p.m., Friday, June 30th.**

This project falls under the 23 USC 327 (formerly 6005) federal process. As such, it requires written concurrence by EPA (Karina O'Conner) and FHWA (Joseph Vaughn). Please remember to use "reply all," to make comments to the group. Otherwise, you may also contact the sponsor directly:

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- José Luis Cáceres

From: Hatcher, Shannon [mailto:Shannon.Hatcher@icf.com]
Sent: Friday, June 09, 2017 2:54 PM
To: Jose Luis Caceres
Subject: PLCG Review for US 50/Hazel Interchange Project

Hi José Luis,

On behalf of the Sacramento County, ICF is submitting the attached POAQC analysis for the US 50/Hazel Interchange Project. It is requested that the project be circulated among SACOG's Project Level Conformity Group and concurrence that the project is not a POAQC be obtained.

I have attached both PDF and Word copies of the analysis.

Please let me know if you have any questions or would like revisions to the analysis prior to circulation.

Thank you,
Shannon Hatcher

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ICF | 630 K Street Address, Suite 400, Sacramento, CA 95814 USA | 916.752.0942 mobile

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Appendix H Trees Proposed for Removal under Alternatives 1, 1A, and 2

Appendix H Trees Proposed for Removal under Alternatives 1, 1A, and 2

The information contained in the tables below does not include non-native trees noted on Sheet 2 and native/non-native trees on Sheet 3 of the Tree Survey (see Volume 3: Technical Studies, *Tree Survey Memorandum*) that will be removed due to the project. In addition, native trees on Sheets 4 and 5 of the Tree Survey are not included in the tables below due to completion of prior tree mitigation for the Easton project.

In the tables below, an asterisk (*) indicates that the tree is located in the City of Rancho Cordova. As a result of project construction of one of the three alternatives, one of the following actions would affect each individual tree listed in the tables below: trees would either be removed, potentially preserved, preserved, or have no impact. Additional table heading definitions and explanations are provided below.

- Dripline is the vertical distance between the bottom of a tree canopy and the ground that any excess water or condensation falls.
- Diameter at breast height (dbh) is the standard measurement for the diameter of a tree trunk.
- The rating indicates a tree's health and vigor or structure and form. Further explanations of these ratings are described in the *Tree Survey Memorandum*, in Table 1 and Table 2.
- The encroachment percentages are based upon County General Plan policies. Encroachment of 50 percent or more requires full mitigation for the tree. Encroachment of more than 20 percent and less than 50 percent requires partial mitigation based on the percentage of encroachment multiplied by the impacted tree's diameter at breast height (dbh). Encroachment of 20 percent or less is considered a minor impact, and does not require mitigation.

Table H-1. Native Oak and Native Trees Proposed for Removal under Alternatives 1, 1A, and 2

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required	Action under Alt. 1/1A	Action under Alt. 2
711*	California Black Walnut	20‘	20.1”	Good	100%	20.1”	Remove	Remove
712*	California Black Walnut	20’	22.7”	Good	100%	22.7”	Remove	Remove
714*	California Black Walnut	15’	11.2”	Good	100%	11.2”	Remove	Remove
668*	Valley	20’	17.7”	Good	100%	17.7”	No Impact	Remove
1243*	Valley	25’	16.1”	Good	100%	16.1”	Remove	Remove
790	Valley	25’	31.1”	Good	100%	31.1	Remove	Remove
9	Valley	25’	12.2”	Good	100%	12.2”	Remove	Remove
8	Valley	25’	14.2”	Good	100%	14.2’	Remove	Remove
791	Valley	25’	23.4”	Fair	100%	23.4”	Remove	Remove
6a	Valley	30’	37.8”	Good	100%	37.8”	Remove	Remove
1	Valley	35’	43.7”	Good	100%	43.7”	Remove	Remove
779	Interior Live	25’	17.9”	Good	100%	17.9”	Remove	Remove
781	Valley	30’	23.6”	Good	Less than 20%	None	Remove	Remove
904	Interior Live	10’	10.5”	Good	100%	10.5”	Remove	Potential to Preserve
908	Valley	12’	19.7”	Good	100%	19.7”	Remove	Potential to Preserve
630*	Valley	6’	7.1”	Good	100%	7.1”	Remove	Potential to Preserve
632*	Valley	12’	21.2”	Fair	100%	21.2”	Remove	Potential to Preserve
635*	Interior Live	8’	14.9”	Good	100%	14.9”	Remove	Potential to Preserve
636*	Interior Live	12’	14.9”	Good	100%	14.9”	Remove	Potential to Preserve
639*	Valley	10’	7.9”	Fair	100%	7.9”	Remove	Potential to Preserve
643*	Valley	8’	14.7”	Good	100%	14.7”	Remove	Preserve
644*	Interior Live	10’	17.8”	Good	100%	17.8”	Remove	Preserve
648*	Interior Live	10’	11.8”	Good	100%	11.8”	Remove	Preserve
649*	Interior Live	10’	13.4”	Good	100%	13.4”	Remove	Preserve
650*	Interior Live	10’	16.6”	Good	100%	16.6”	Remove	Preserve
651*	Buckeye	10’	20.6”	Good	100%	20.6”	Remove	Preserve
652*	Interior Live	12’	20.2”	Good	100%	20.2”	Remove	Preserve
653*	Valley	9’	6.1”	Good	100%	6.1”	Remove	Preserve
654*	Interior Live	7’	10”	Good	100%	10”	Remove	Preserve
655*	Valley	5’	11.6”	Good	100%	11.6”	Remove	Preserve
659*	Valley	7’	8”	Fair	100%	8”	Remove	Preserve
662*	Valley	6’	6.7”	Good	100%	6.7”	Remove	Preserve

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required	Action under Alt. 1/1A	Action under Alt. 2
663*	Valley	10’	12.8”	Good	100%	12.8”	Remove	Preserve
664*	Valley	7’	7”	Good	100%	7”	Remove	Preserve
503	California Sycamore	10’	7.7”	Good	100%	7.7”	Remove	Remove
504	California Sycamore	10’	5.9”	Good	100%	5.9”	Remove	Remove
505	California Sycamore	8’	5.9”	Good	100%	5.9”	Remove	Remove
507	Interior Live	12’	22.4”	Good	100%	22.4”	Remove	Remove
509	Interior Live	8’	15.3”	Good	100%	15.3”	Remove	Remove
512	Valley	7’	10.2”	Good	100%	10.2”	Remove	Remove
514	Valley	8’	12.3”	Good	100%	12.3”	Remove	Remove
517	Interior Live	7’	8.4”	Good	100%	8.4”	Remove	Remove
520	Interior Live	13’	13.7”	Good	100%	13.7”	Remove	Remove
521	Interior Live	20’	30.3”	Good	100%	30.3”	Remove	Remove
524	Valley	10’	6.3”	Good	100%	6.3”	Remove	Remove
526	Valley	5’	7.3”	Good	100%	7.3”	Remove	Remove
528	Valley	6’	9.6”	Good	100%	9.6”	Remove	Remove
530	Valley	6’	9.7”	Good	100%	9.7”	Remove	Remove
539	Interior Live	25’	18.3”	Good	100%	18.3”	Remove	Remove
543	Valley	12’	18.6”	Good	100%	18.6”	Remove	Remove
544	Valley	12’	14.8”	Good	100%	14.8”	Remove	Remove
548	Valley	8’	18.9”	Good	100%	18.9”	Remove	Remove
554	Valley	8’	14.5”	Good	100%	14.5”	Remove	Remove
555	Interior Live	10’	14.6”	Good	100%	14.6”	Remove	Remove
556	Interior Live	7’	11.8”	Good	100%	11.8”	Remove	Remove
558	Interior Live	6’	7.6”	Good	100%	7.6”	Remove	Remove
559	Valley	8’	12.8”	Good	100%	12.8”	Remove	Remove
560	Valley	10’	7.8”	Good	100%	7.8”	Remove	Remove
562	Valley	10’	10”	Good	100%	10”	Remove	Remove
563	Interior Live	15’	28.9”	Good	100%	28.9”	Remove	Remove
564	Buckeye	3’	8”	Fair	100%	8”	Remove	Remove
565	Interior Live	10’	11.6”	Good	100%	11.6”	Remove	Remove
566	Valley	7’	6.9”	Good	100%	6.9”	Remove	Remove
568	Interior Live	10’	10.2”	Good	100%	10.2”	Remove	Remove
569	Interior Live	10’	14.7”	Good	100%	14.7”	Remove	Remove
570	Interior Live	10’	12.5”	Good	100%	12.5”	Remove	Remove

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required	Action under Alt. 1/1A	Action under Alt. 2
571	Valley	15’	20.7”	Good	100%	20.7”	Remove	Remove
574	Valley	8’	8.8”	Good	100%	8.8”	Remove	Remove
580	Valley	10’	7.3”	Good	100%	7.3”	Remove	Remove
585	Interior Live	15’	17.9”	Good	100%	17.9”	No Impact	Remove
586	Valley	20’	19.1”	Good	100%	19.1”	No Impact	Remove
587	Valley	8’	8.9”	Good	100%	8.9”	No Impact	Remove
589	Valley	0’	7.6”	Good	100%	7.6”	No Impact	Remove
591	Buckeye	4’	9.2”	Good	100%	9.2”	No Impact	Remove
592	Interior Live	25’	15.1”	Good	100%	15.1”	No Impact	Remove
594	Interior Live	12’	20.4”	Good	100%	20.4”	No Impact	Remove
595	Interior Live	12’	10.2”	Good	100%	10.2”	No Impact	Remove
606	Interior Live	15’	12.2”	Good	100%	12.2”	Potential to Preserve	No Impact
607	Valley	5’	7.8”	Good	100%	7.8”	Potential to Preserve	No Impact
610	Valley	8’	11.2”	Good	100%	11.2”	Potential to Preserve	No Impact
611	Valley	15’	14.3”	Good	100%	14.3”	Potential to Preserve	No Impact
614	Interior Live	15’	11”	Good	100%	11”	Potential to Preserve	No Impact
615	Interior Live	7’	8.6”	Good	100%	8.6”	Potential to Preserve	No Impact
616	Valley	8’	9.2”	Good	100%	9.2”	Potential to Preserve	No Impact
617	Interior Live	10’	14”	Good	100%	14”	Potential to Preserve	No Impact
622	Interior Live	10’	14”	Good	100%	14”	Potential to Preserve	No Impact
624	Interior Live	12’	12.4”	Good	100%	12.4”	Potential to Preserve	No Impact
626	Valley	8’	11.4”	Good	100%	11.4”	Potential to Preserve	No Impact
802	Interior Live	25’	11”	Good	100%	11”	Remove	Remove
803	Interior Live	25’	15.7”	Good	100%	15.7”	Remove	Remove
805	Valley	12’	7.9”	Good	100%	7.9”	Remove	Remove
769	Interior Live	25’	20.7”	Good	45% (estimated)/100%	9.3”/20.7”	Potential to Preserve	Remove
19	Valley	25’	21.9”	Good	100%	21.9”	Remove	Remove
767	Interior Live	20’	16.3”	Good	100%	16.3”	Remove	Remove
828	Valley	10’	8.7”	Good	Over 50%	8.7”	No Impact	Potential to Preserve
85	Interior Live	30’	18.9”	Good	Over 50%	18.9”	No Impact	Potential to Preserve
832	Valley	35’	33.1”	Good	100%	33.1”	Remove	No Impact
86	Interior Live	30’	15.7”	Good	Over 50%	15.7”	Potential to Preserve	No Impact
815	Interior Live	20’	16.1”	Good	100%	16.1”	Remove	Remove

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required	Action under Alt. 1/1A	Action under Alt. 2
816	Interior Live	20’	17.7”	Good	100%	17.7”	Remove	Remove
817	Interior Live	20’	18.9”	Good	100%	18.9”	Remove	Remove
872	Valley	20’	21.3”	Good	100%	21.3”	No Impact	Potential to Preserve
880	Interior Live	12’	14.2”	Good	100%	14.2”	No Impact	Potential to Preserve
886	Interior Live	20’	11.8”	Good	100%	11.8”	No Impact	Potential to Preserve
887	Interior Live	20’	10.4”	Good	100%	10.4”	No Impact	Potential to Preserve
888	Interior Live	25’	9.4”	Good	100%	9.4”	No Impact	Potential to Preserve
889	Interior Live	20’	6.7”	Good	100%	6.7”	No Impact	Potential to Preserve
893	Interior Live	8’	8.9”	Good	100%	8.9”	No Impact	Potential to Preserve
895	Interior Live	20’	7.3”	Good	100%	7.3”	No Impact	Potential to Preserve
897	Interior Live	8’	6.3”	Good	100%	6.3”	No Impact	Potential to Preserve
874	Interior Live	10’	7.6”	Good	100%	7.6”	Remove	Remove
875	Valley	25’	24.8”	Good	100%	24.8”	No Impact	Remove
914	Interior Live	18’	12.9”	Good	100%	12.9”	Remove	Remove
925	Interior Live	30’	17.7”	Good	100%	17.7”	Potential to Preserve	Remove
927	Interior Live	30’	41.2”	Good	100%	41.2”	Potential to Preserve	Remove
928	Interior Live	20’	24”	Good	100%	24”	No Impact	Remove
929	Interior Live	30’	77.1”	Good	100%	77.1”	Potential to Preserve	Remove
902	Interior Live	15’	6.3”	Good	45% (estimated)	2.8”	No Impact	Potential to Preserve
690	Interior Live	18’	13.8”	Good	100%	13.8”	Remove	No Impact
873	Interior Live	45’	27.6”	Good	100%	27.6”	No Impact	Remove
939	Interior Live	25’	20.4”	Good	100%	20.4”	No Impact	Remove
940	Interior Live	35’	28.3”	Good	100%	28.3”	No Impact	Remove
774	Interior Live	28’	15.4”	Good	100%	15.4”	No Impact	Remove
760	Valley	18’	14.2”	Good	100%	14.2”	No Impact	Remove
5a	Interior Live	25’	22.8”	Good	100%	22.8”	No Impact	Remove
4	Valley	30’	20.7”	Good	100%	20.7”	No Impact	Remove
46	Interior Live	18’	12”	Good	100%	12”	No Impact	Remove
778	Valley	25’	26”	Good	100%	26”	No Impact	Remove
41	Interior Live	30’	16.1”	Good	100%	16.1”	No Impact	Remove
44	Interior Live	10’	15.4”	Good	100%	15.4”	No Impact	Remove
38	Interior Live	20’	10.2”	Good	100%	10.2”	No Impact	Remove

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required	Action under Alt. 1/1A	Action under Alt. 2
40	Interior Live	25’	39.6”	Good	100%	39.6”	No Impact	Remove
782	Valley	15’	11.8”	Good	100%	11.8”	No Impact	Remove

Note: Under the encroachment and mitigation columns there are a few trees that include a backslash “/.” The backslash indicates that the encroachment or mitigation required amounts between the Alternatives are different. The number in front of the backslash is for Alternatives 1 and 1A, and the number behind the backslash is for Alternative 2.

[a] An asterisk (*) indicates that the tree is located in the City of Rancho Cordova.

Total Mitigation Amounts Under Alternatives 1 and 1A

- Mitigation for 100% Removal/Encroachment (Permanent Impact): 1,415.7 inches
- Mitigation for Over 50% and 20–50% Encroachment (Temporary Impact): 25 inches
- Total Mitigation: 1,440.7 inches

Total Mitigation Amounts Under Alternative 2

- Mitigation for 100% Removal/Encroachment (Permanent Impact): 1,846.2 inches
- Mitigation for Over 50% and 20–50% Encroachment (Temporary Impact): 30.4 inches
- Total Mitigation: 1,876.6 inches

Table H-2. Western Redbud, Fremont Cottonwood, and Arroyo Willow Trees Proposed for Removal under Alternatives 1, 1A, and 2

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required (sf.)	Action under Alt. 1/1A	Action under Alt. 2
903	Western Redbud	7’	11”	Good	100%	314	Remove	Potential to Preserve
905	Fremont Cottonwood	18’	19.6”	Good	100%	962	Remove	Potential to Preserve
906	Fremont Cottonwood	22’	37.4”	Good	100%	962	Remove	Potential to Preserve
529	Fremont Cottonwood	12’	20.2”	Good	100%	962	Remove	Remove
534	Fremont Cottonwood	20’	10.8”	Good	100%	962	Remove	Remove
535	Fremont Cottonwood	8’	7.6”	Good	100%	481	Remove	Remove
540	Fremont Cottonwood	15’	18.7”	Good	100%	962	Remove	Remove
542	Fremont Cottonwood	25’	29.9”	Good	100%	962	Remove	Remove
588	Fremont Cottonwood	10’	0”	Fair	100%	481	No Impact	Remove
593	Fremont Cottonwood	10’	6.1”	Fair	100%	481	No Impact	Remove
619	Fremont Cottonwood	20’	22.8”	Good	100%	962	Potential to Preserve	No Impact
623	Fremont Cottonwood	18’	19.6”	Good	100%	962	Potential to Preserve	No Impact
627	Fremont Cottonwood	18’	22.8”	Good	100%	962	Remove	No Impact
835	Arroyo Willow	8’	6.9”	Fair	100%	481	Remove	Remove
840	Fremont Cottonwood	15’	13.8”	Fair	100%	962	Remove	Remove
879	Fremont Cottonwood	30’	38.8”	Fair	100%	962	Remove	Remove
881	Arroyo Willow	20’	16.6”	Good	100%	962	No Impact	Potential to Preserve
882	Arroyo Willow	25’	46”	Good	100%	962	No Impact	Potential to Preserve
883	Fremont Cottonwood	18’	8.7”	Good	100%	721	No Impact	Potential to Preserve
884	Arroyo Willow	18’	17.8”	Good	100%	962	No Impact	Potential to Preserve
885	Fremont Cottonwood	18’	13”	Good	100%	962	No Impact	Potential to Preserve
847	Fremont Cottonwood	20’	25.9”	Good	100%	962	No Impact	Potential to Preserve
876	Arroyo Willow	30’	44.7”	Good	100%	962	Remove	Remove
926	Fremont Cottonwood	20’	23.6”	Good	100%	962	Remove	Remove
631*	Western Redbud	4’	10”	Fair	100%	314	Remove	Potential to Preserve
633*	Western Redbud	7’	14”	Fair	100%	314	Remove	Potential to Preserve
634*	Western Redbud	6’	13.2”	Good	100%	314	Remove	Potential to Preserve
674*	Western Redbud	16’	8.9”	Good	100%	721	No Impact	Remove
675*	Western Redbud	10’	7.1”	Good	100%	721	No Impact	Remove
645*	Western Redbud	5’	8”	Good	100%	235/721	Remove	Preserve
646*	Western Redbud	5’	8”	Good	100%	235/721	Remove	Preserve
647*	Western Redbud	5’	8.2”	Good	100%	235/721	Remove	Preserve

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required (sf.)	Action under Alt. 1/1A	Action under Alt. 2
656*	Western Redbud	7’	12.4”	Good	100%	314/962	Remove	Preserve
658*	Western Redbud	5’	12”	Good	100%	314	Remove	Preserve
508	Western Redbud	7’	12.6”	Fair	100%	314/962	Remove	Remove
510	Western Redbud	5’	14.8”	Fair	100%	314/962	Remove	Remove
516	Western Redbud	5’	11”	Fair	100%	314/962	Remove	Remove
531	Western Redbud	5’	11.6”	Good	100%	314/962	Remove	Remove
532	Western Redbud	6’	8.3”	Good	100%	235/721	Remove	Remove
545	Western Redbud	8’	11.6”	Good	100%	314/962	Remove	Remove
546	Western Redbud	6’	14”	Good	100%	314/962	Remove	Remove
547	Western Redbud	3’	14”	Good	100%	314/962	Remove	Remove
561	Western Redbud	6’	12.8”	Good	100%	314/962	Remove	Remove
572	Western Redbud	4’	9”	Good	100%	235/721	Remove	Remove
578	Western Redbud	6’	11.6”	Good	100%	314/962	Remove	Remove
581	Western Redbud	8’	10”	Good	100%	235/962	Remove	Remove
612	Western Redbud	0’	11”	Good	100%	235	Potential to Preserve	No Impact
613	Western Redbud	8’	11.2”	Good	100%	314	Potential to Preserve	No Impact

Note: Under the encroachment and mitigation columns there are a few trees that include a backslash “/.” The backslash indicates that the encroachment or mitigation required amounts between the Alternatives are different. The number in front of the backslash is for Alternatives 1 and 1A, and the number behind the backslash is for Alternative 2.

[a] An asterisk (*) indicates that the tree is located in the City of Rancho Cordova.

Total Mitigation Amounts Under Alternatives 1 and 1A

- Mitigation for 100% Removal/Encroachment (Permanent Impact): 20,137 sf

Total Mitigation Amounts Under Alternative 2

- Mitigation for 100% Removal/Encroachment (Permanent Impact): 13,707 sf

Table H-3. Non-Native Trees Proposed for Removal under Alternatives 1, 1A, and 2

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required (sf.)	Affected under Alt. 1/1A	Affected under Alt. 2
700*	Chinese Hackberry	25’	16.3”	Good	100%	962	Remove	No Impact
703*	Small-leaved lime	10’	13.4”	Fair	100%	314	Remove	No Impact
709*	Crape Myrtle	15’	17.6”	Good	100%	314	Remove	Remove
693	Coast Live	25’	14.2”	Good	100%	962	Remove	Remove
694	Coast Live	25’	24.4”	Good	100%	962	Remove	Remove
695	Coast Live	25’	16.1”	Good	100%	962	Remove	Remove
696	Coast Live	20’	18.1”	Good	100%	962	Remove	Remove
697	Coast Live	15’	11.2”	Good	100%	962	Remove	Remove
698	Coast Live	20’	17.3”	Good	100%	962	Remove	Remove
717	Coast Live	25’	21.3”	Good	100%	962	Remove	Remove
718	Coast Live	25’	18.5”	Good	100%	962	Remove	Remove
721	Coast Live	25’	18.5”	Good	100%	962	Remove	Remove
722	Coast Live	30’	25.2”	Good	100%	962	Remove	Remove
723	Coast Live	25’	23.6”	Good	100%	962	Remove	Remove
12a	Coast Live	35’	33.5”	Good	100%	962	Remove	Remove
670*	Chinese Hackberry	15’	11”	Fair	100%	962	Remove	Remove
671*	Chinese Hackberry	8’	9.4”	Good	100%	962	Remove	Remove
672*	Chinese Tallowtree	18’	16.1”	Good	100%	962	Remove	Remove
673*	Chinese Tallowtree	12’	9.3”	Fair	100%	962	Remove	Remove
682	Bradford Pear	15’	14.8”	Good	100%	707	Remove	Remove
684*	Chinese Tallowtree	10’	11.6”	Good	100%	962	Remove	Remove
680*	Chinese Tallowtree	7’	10.6”	Fair	100%	962	Remove	Remove
679*	Chinese Tallowtree	8’	8.9”	Fair	100%	721	Remove	Remove
677	Bradford Pear	15’	15.2”	Good	Over 50%	707	Remove	Remove
678*	Chinese Tallowtree	7’	7.3”	Good	100%	721	Remove	Remove
676*	Chinese Tallowtree	8’	9.1”	Good	100%	721	Remove	Remove
692	Chinese Tallowtree	20’	17.5”	Good	20–50% (estimated at 45%)	481	Remove	No Impact
719	Chinese Tallowtree	12’	14”	Good	100%	962	Remove	Remove
720	Chinese Tallowtree	15’	18.1”	Good	100%	962	Remove	Remove
744	Chinese Tallowtree	20’	18.3”	Good	100%	962	Remove	Remove
745	Chinese Tallowtree	25’	20.9”	Good	100%	962	Remove	Remove
747	Sweet Gum	25’	15.2”	Good	100%	707	Remove	Remove

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required (sf.)	Affected under Alt. 1/1A	Affected under Alt. 2
788	Crape Myrtle	10’	5.5”	Good	100%	314	Remove	Remove
789	Crape Myrtle	8’	6.3”	Good	100%	235	Remove	Remove
792	Chinese Tallowtree	18’	12.4”	Good	100%	962	Remove	Remove
793	Chinese Tallowtree	15’	8.7”	Good	100%	721	Remove	Remove
794a	Chinese Tallowtree	20’	16.5”	Good	100%	962	Remove	Remove
794b	Chinese Tallowtree	15’	10.8”	Good	100%	962	Remove	Remove
796	Chinese Tallowtree	22’	9.8”	Good	100%	962	Remove	Remove
797	Chinese Tallowtree	15’	11.6”	Good	100%	962	Remove	Remove
798	Chinese Tallowtree	18’	10.8”	Good	100%	962	Remove	Remove
799	Chinese Tallowtree	18’	12.8”	Good	100%	962	Remove	Remove
660*	Chinese Privet	15’	27”	Good	100%	TBD	Remove	Preserve
665*	Chinese Privet	25’	26.6”	Good	100%	TBD	Remove	Potential to Preserve
501	Olive	11’	28.8”	Fair	100%	962	Remove	Remove
502	Crape Myrtle	6’	13.2”	Good	100%	314	Remove	Remove
513	Bradford Pear	6’	13”	Good	100%	707	Remove	Remove
518	Bradford Pear	5’	5”	Good	100%	354	Remove	Remove
519	Bradford Pear	15’	5.5”	Good	100%	530	Remove	Remove
525	Chinese Tallowtree	6’	3.5”	Good	100%	481	Remove	Remove
527	Bradford Pear	12’	5.7”	Good	100%	354	Remove	Remove
533	Chinese Tallowtree	5’	4.8”	Good	100%	481	Remove	Remove
541	Bradford Pear	13’	4.9”	Good	100%	354	Remove	Remove
549	Bradford Pear	8’	3.9”	Good	100%	354	Remove	Remove
550	Bradford Pear	6’	3.5”	Good	100%	721	Remove	Remove
551	Chinese Tallowtree	8’	8.6”	Good	100%	721	Remove	Remove
553	Pine	5’	6.1”	Good	100%	354	Remove	Remove
557	Bradford Pear	5’	7.5”	Good	100%	354	Remove	Remove
582	Chinese Privet	0’	4”	Good	100%	TBD	No Impact	Remove
583	Chinese Privet	20’	0”	Good	100%	TBD	No Impact	Remove
800	Chinese Tallowtree	20’	12.4”	Good	100%	962	Remove	Remove
801	Chinese Tallowtree	12’	8.5”	Good	100%	721	Remove	Remove
806	Crape Myrtle	8’	3.9”	Good	100%	235	Remove	Remove
807	Crape Myrtle	6’	3.9”	Good	100%	157	Remove	Remove
808	Crape Myrtle	7’	5.7”	Good	100%	235	Remove	Remove
809	Crape Myrtle	7’	4.3”	Good	100%	235	Remove	Remove

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required (sf.)	Affected under Alt. 1/1A	Affected under Alt. 2
810	Crape Myrtle	7’	4.3”	Good	100%	235	Remove	Remove
811	Crape Myrtle	12’	5.1”	Good	100%	314	Remove	Remove
812	Crape Myrtle	8’	5.1”	Good	100%	314	Remove	Remove
813	Crape Myrtle	8’	3.9”	Good	100%	314	Remove	Remove
814	Crape Myrtle	8’	5.5”	Good	100%	314	Remove	Remove
841	Black Locust	20’	7.3”	Fair	100%	707	Remove	Remove
842	Black Locust	20’	18.5”	Fair	100%	707	Remove	Remove
843	Black Locust	20’	0”	Fair	100%	707	Remove	Remove
846	Bradford Pear	12’	5.5”	Good	Over 50%	530	No Impact	Potential to Preserve
915	Chinese Elm	15’	14.5”	Good	100%	962	Remove	Remove
5b	Chinese Elm	15’	23.4”	Good	100%	962	Remove	Remove
688	Small-leaved lime	10’	7.7”	Good	100%	235	No Impact	Remove
742	Chinese Tallowtree	20’	16.1”	Good	100%	962	No Impact	Remove
743	Chinese Tallowtree	25’	21.7”	Good	100%	962	No Impact	Remove
724	Crape Myrtle	10’	22.1”	Good	100%	314	No Impact	Remove
725	Chinese Tallowtree	20’	17.9”	Good	100%	962	No Impact	Remove
726	Sweet Gum	15’	8.7”	Good	100%	707	No Impact	Remove
727	Sweet Gum	12’	9.4”	Good	100%	707	No Impact	Remove
729	Sweet Gum	10’	8.5”	Good	100%	530	No Impact	Remove
730	Sweet Gum	10’	8.1”	Good	100%	530	No Impact	Remove
731	Sweet Gum	15’	12.1”	Good	100%	707	No Impact	Remove
732	Chinese Tallowtree	20’	16.5”	Good	100%	962	No Impact	Remove
733	Chinese Tallowtree	18’	13”	Good	100%	962	No Impact	Remove
734	Bradford Pear	15’	9.8”	Good	100%	354	No Impact	Remove
739	Bradford Pear	15’	13”	Good	100%	354	No Impact	Remove
740	Bradford Pear	15’	12.2”	Good	100%	354	No Impact	Remove
741	Chinese Tallowtree	18’	12”	Good	100%	962	No Impact	Remove
746	Crape Myrtle	12’	6.1”	Good	100%	235	No Impact	Remove
748	Sweet Gum	20’	16.3”	Good	100%	707	No Impact	Remove
749	Sweet Gum	20’	14.8”	Good	100%	707	No Impact	Remove
750	Sweet Gum	18’	11.4”	Good	100%	707	No Impact	Remove
751	Sweet Gum	18’	14.8”	Good	100%	707	No Impact	Remove
752	Chinese Tallowtree	25’	26.7”	Good	100%	962	No Impact	Remove
754	Crape Myrtle	12’	7.7”	Good	100%	314	No Impact	Remove

Tree Number[a]	Common Oak Name	Dripline (feet)	dbh (inches)	Rating	Encroachment (%)	Mitigation Required (sf.)	Affected under Alt. 1/1A	Affected under Alt. 2
755	Ash	20’	35.3”	Good	100%	962	No Impact	Remove
784	Crape Myrtle	8’	20.6”	Good	100%	314	No Impact	Remove
756	Chinese Tallowtree	18’	11.8”	Good	100%	962	No Impact	Remove
757	Coast Live	25’	17.5”	Good	100%	962	No Impact	Remove
758	Chinese Tallowtree	25’	7.7”	Good	100%	962	No Impact	Remove
759	Chinese Tallowtree	25’	7.9”	Good	100%	962	No Impact	Remove
761	Coast Live	20’	16.9”	Good	100%	962	No Impact	Remove
763	Coast Live	35’	28.3”	Good	100%	962	No Impact	Remove
785	Crape Myrtle	7’	3.5”	Good	100%	235	No Impact	Remove
786	Crape Myrtle	10’	5.9”	Good	100%	314	No Impact	Remove
787	Crape Myrtle	7’	5.5”	Good	100%	235	No Impact	Remove
737	Crape Myrtle	5’	4.9”	Good	100%	157	No Impact	Remove
735	Crape Myrtle	5’	5.3”	Good	100%	157	No Impact	Remove
736	Crape Myrtle	5’	4.7”	Good	100%	235	No Impact	Remove
715	Crape Myrtle	12’	4.9”	Good	100%	235	No Impact	Remove
716	Crape Myrtle	12’	5.3”	Good	100%	314	No Impact	Remove

Notes: There are four trees within this table that denote “TBD” under the “Mitigation Required” column. For these trees, the County of Sacramento and City of Rancho Cordova will determine the required mitigation under their respective tree preservation policies for these specific trees at a later time.

Under the encroachment and mitigation columns there are a few trees that include a backslash “/.” The backslash indicates that the encroachment or mitigation required amounts between the Alternatives are different. The number in front of the backslash is for Alternatives 1 and 1A, and the number behind the backslash is for Alternative 2.

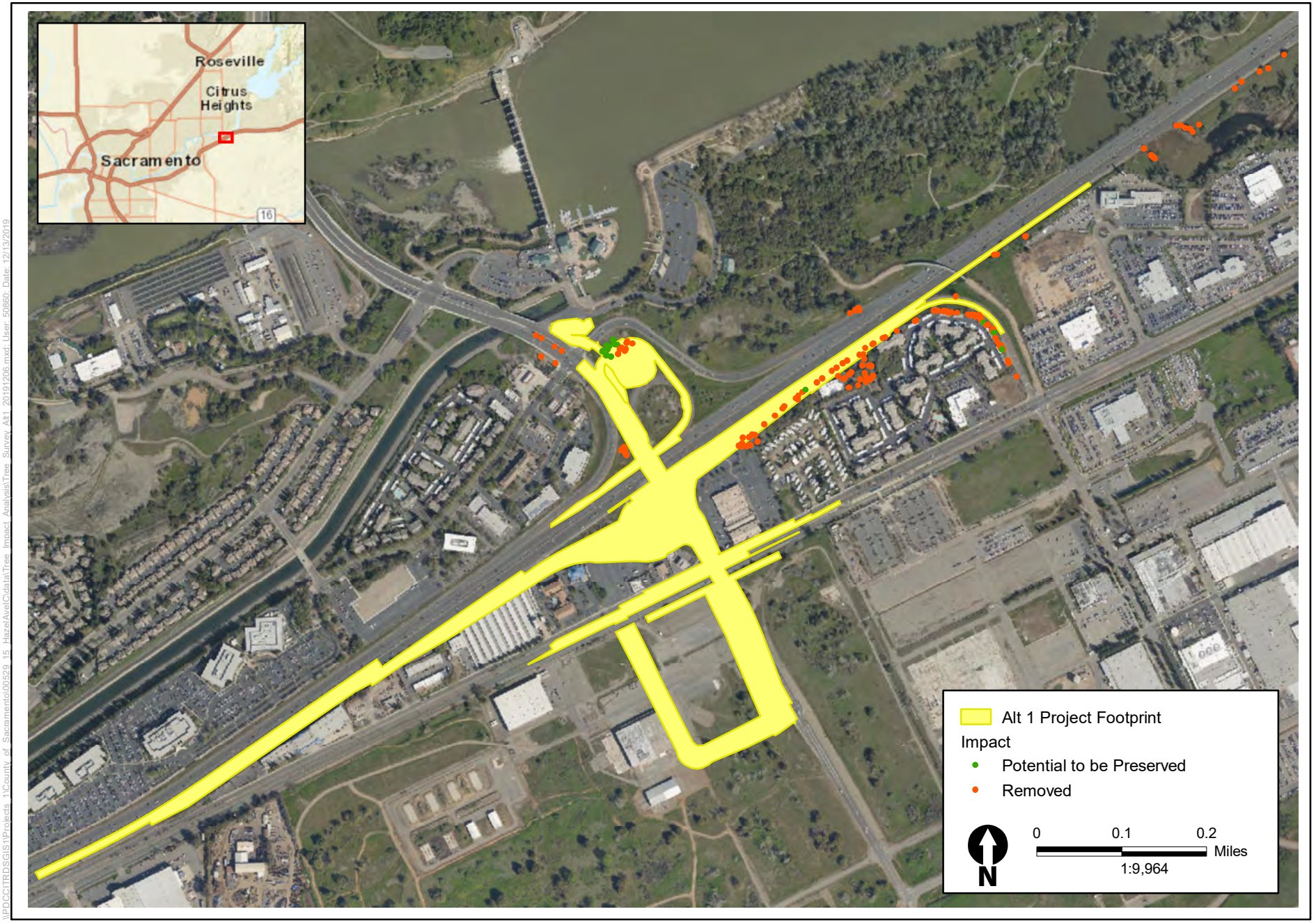
[a] An asterisk (*) indicates that the tree is located in the City of Rancho Cordova.

Total Mitigation Amounts Under Alternatives 1 and 1A

- Mitigation for 100% Removal/Encroachment (Permanent Impact): 50,985 sf
- Mitigation for Over 50% and 20–50% Encroachment (Temporary Impact): 1,188 sf
- Total Mitigation: 52,173 sf

Total Mitigation Amounts Under Alternative 2

- Mitigation for 100% Removal/Encroachment (Permanent Impact): 72,590 sf
- Mitigation for Over 50% and 20–50% Encroachment (Temporary Impact): 530 sf
- Total Mitigation: 73,120 sf



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ICF

Figure H-1
Tree Removal near Project Footprint
Alt1

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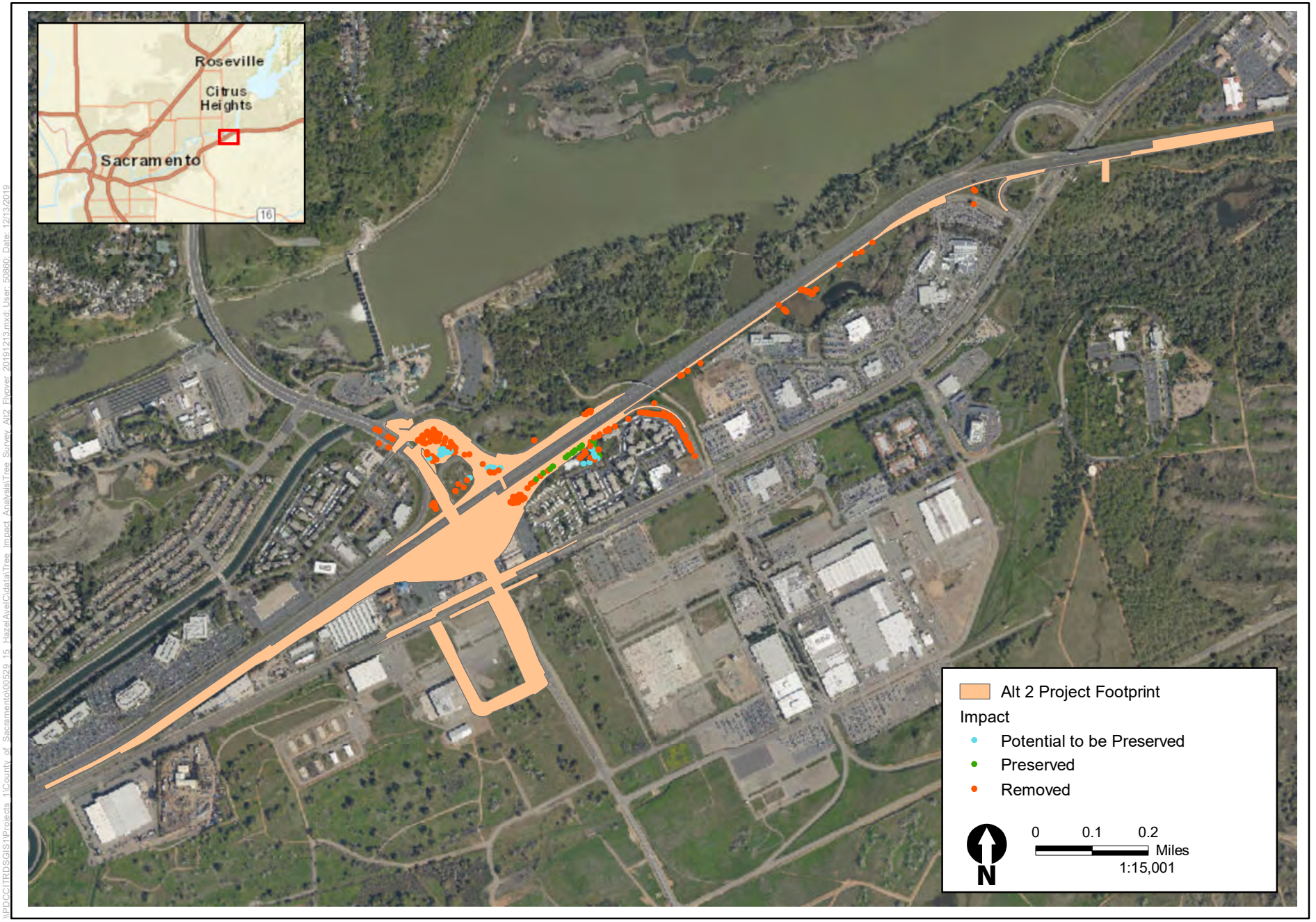
ICF

Figure H-2
Tree Removal near Project Footprint
Alt1A



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ICF

Figure H-3
Tree Removal near Project Footprint
Alt 2