

## Notice of Preparation

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### Notice of Preparation

To: \_\_\_\_\_ From: \_\_\_\_\_

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
(Address)

**Subject: Notice of Preparation of a Draft Environmental Impact Report**

\_\_\_\_\_ will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ( ☐ is ☐ is not ) attached.

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.

Please send your response to \_\_\_\_\_ at the address shown above. We will need the name for a contact person in your agency.

**Project Title:** \_\_\_\_\_

**Project Applicant, if any:** \_\_\_\_\_

Date \_\_\_\_\_

Signature Mike Bartlett

Title \_\_\_\_\_

Telephone \_\_\_\_\_

**Reference:** California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

# Notice of Preparation

## Project Title

Sacramento Interstate 5 Corridor Improvements Project (EA: 03-4H580).

## Project Location

The proposed project is located on Interstate 5 (I-5) between post miles (PM) 22.4 and 34.4 in Sacramento County, California. The project limits are commonly referred to as starting on I-5 from east of the Sacramento River bridge to south of the interchange at I-5 with State Route 50 (SR 50). The total project length is approximately 12 miles.

## Project Background

The proposed project will address mobility on I-5 from I-5/US 50 Interchange (south of Downtown Sacramento) to the Yolo County line which includes Airport Boulevard, providing a vital link to Sacramento International Airport (SMF). This will be accomplished by utilizing northbound (NB) and southbound (SB) managed lanes strategies. The project will help relieve current traffic congestion, which will result in improved traffic flow, mobility, travel time, and reliability. It will also improve transit access and reduce vehicle emissions and travel costs. The project will achieve these goals by actively managing recurrent and non-recurrent congestion.

I-5 is designated as part of the “National Network” for trucks and serves as the primary north-south interregional and interstate travel route in California. The segment of the I-5 corridor within the project limits also serves daily commuters from Sacramento and surrounding cities and is the primary access route to SMF. I-5 plays a critical role in California’s economy by supporting high volume of commuter and interregional traffic, as well as the transfer of goods, to destinations in and out of the State, via trucks.

The corridor is constrained physically due to adjacent roadways, development, and the Sacramento River. This stretch of I-5 includes a variety of roadway structural sections: at-grade asphalt concrete, Portland Cement concrete (PCC), the Boat Section (3/4-mile stretch that was built below the water level of the Sacramento River and has a long history of leaking and flooding), West End viaduct structure, and the American River Bridge. The majority of the freeway segment is an at-grade facility, except for the segment throughout the downtown area that poses challenges. There is insufficient right-of-way within the Boat Section, which creates challenges for the proposed addition of managed lanes.

A Project Study Report- Project Development Support (PSR-PDS) document was finalized in September 2019. The PSR-PDS identified three potential build solutions that could be used to implement the various types of managed lane types which will be studied during project development in the Project Approval and Environmental Document phase. The PSR-PDS also provided a brief summary of the corridor and system coordination as identified in the Corridor System Management Plans (CSMPs), the SACOG’s MTP/SCS, the Sacramento Region Managed Lane Network Vision, and the I-5 Transit Corridor Report (TCR). The PSR-PDS identified known transportation and land use development projects that contribute to interconnected regional transportation needs, not only on I-5 but also Interstate 80 and State Routes 99, 65, 50, and 51 (also known as I-80 Business Loop). The PSR-PDS is available upon request.

## Project Description

The California Department of Transportation (Caltrans) proposes to make improvements on I-5 between post miles 22.4 to 34.4 in Sacramento County. The proposed project would add managed lanes on I-5 by widening the existing roadway through a combination of lane conversion, restriping, shoulder widening, and median reconstruction with a concrete barrier. Two auxiliary lanes would be added in the southbound direction; an acceleration lane between Arena Boulevard and Del Paso Boulevard and a deceleration lane approaching the Elkhorn Rest Stop. Ramps, shoulders and gores would

be reconstructed at various locations within the project limits. Some widening of or replacement of existing structures within the project limits would be required. Drainage modifications would be required due to median reconstruction where sheet flow currently drains to. Addition of (or modification of existing) intelligent transportation system elements and infrastructure including ramp meters, fiber optic conduit and cables, and overhead signs would be added as part of the scope of work. Utility relocation is expected.

## **Project Alternatives**

“Managed lanes” is a broad term for implementation of various lane configurations that may be used by specific types of vehicles, or a minimum number of riders in the vehicle, or by paying for use of a certain lane, or a combination. This project is evaluating seven different managed lane alternatives to determine the one with the least impact and which best meets the need of the project. The alternatives are:

- No Build- no changes to the current conditions.
- Build- Add a new High Occupancy Vehicle (HOV) lane in each direction for use by vehicles with two or more riders (HOV 2+) in each direction.
- Build- Add a High Occupancy Toll lane for use by vehicles with two or more riders (HOT 2+) in each direction.
- Build- Add a High Occupancy Toll lane for use by vehicles with three or more riders (HOT 3+) in each direction. HOV 2+ may pay reduced or full toll.
- Build- Add an Express Lane in each direction (Everyone using the lane pays to use the lane, regardless of number of riders.
- Build- Add a Transit-only Lane in each direction.
- Build- Repurpose the current #1 lane to HOV with two or more riders (HOV 2+) between I-5 at SR-50 and the Del Paso interchange.

## **Probable Environmental Effects**

The proposed project is expected to result in temporary and permanent environmental effects. The draft Environmental Impact Report/Environmental Assessment will determine what resources would be affected, the level of significance, and feasible measures to reduce impacts. Potential environmental effects of the proposed project are outlined below.

**Air Quality** - The project is not exempt from regional conformity, is in a metropolitan non-attainment/ maintenance area and CO, PM10 and/or PM 2.5 non-attainment/ maintenance area, as well as potentially increasing the number of through-lane traffic. American River is also a component of the California Wild and Scenic Rivers System.

**Biology** - The project has the potential to affect for state or federally listed threatened or endangered species, or their critical habitat or essential fish habitat within or adjacent to the construction area; potential to directly or indirectly affect migratory birds, or their nests or eggs; and aquatic resources (wetlands and/or waters) occur within or adjacent to the construction area.

**Energy/ Greenhouse Gas Emissions** - The project is potentially increasing the number of through-lanes and vehicle miles traveled.

**Floodplain** - the Project is located within a regulatory floodway or base floodplain (100 year) elevation.

**Land Use, Community, Socio-economic** - Project alternatives that include possible High Occupancy Toll or Express toll lanes have the potential to disproportionately affect disadvantaged communities.

**Noise** - The project is a Type 1 project as defined by 23 CFR 772.5(h) by potentially increasing the number of through-lane traffic.

**Transportation** – The project is potentially increasing the number of through-lane traffic and may contribute to induced travel.

Wild and Scenic Rivers - The project crosses the American River which has recreational designation under the federal Wild and Scenic resource protections and is identified in the Nationwide Rivers Inventory.

Additional information about the proposed project and a link to an informational public meeting/ scoping meeting can be found at:<https://dot.ca.gov/caltrans-near-me/district-3/d3-projects/d3-i5-corridor-improvement>

The virtual meeting will be held on Friday, March 2nd at 6:00 PM until 8:00 PM, with two informational sessions in the 6 o'clock and 7 o'clock hours. Participants can join one or both sessions.

Telephone participation (no visuals) in the meeting may be done by dialing:

408-418-9388, and using access code 966-621-718 at the prompt, OR

(toll-free): 1-866-702-0604 and using participant code 8555183 at the prompt.

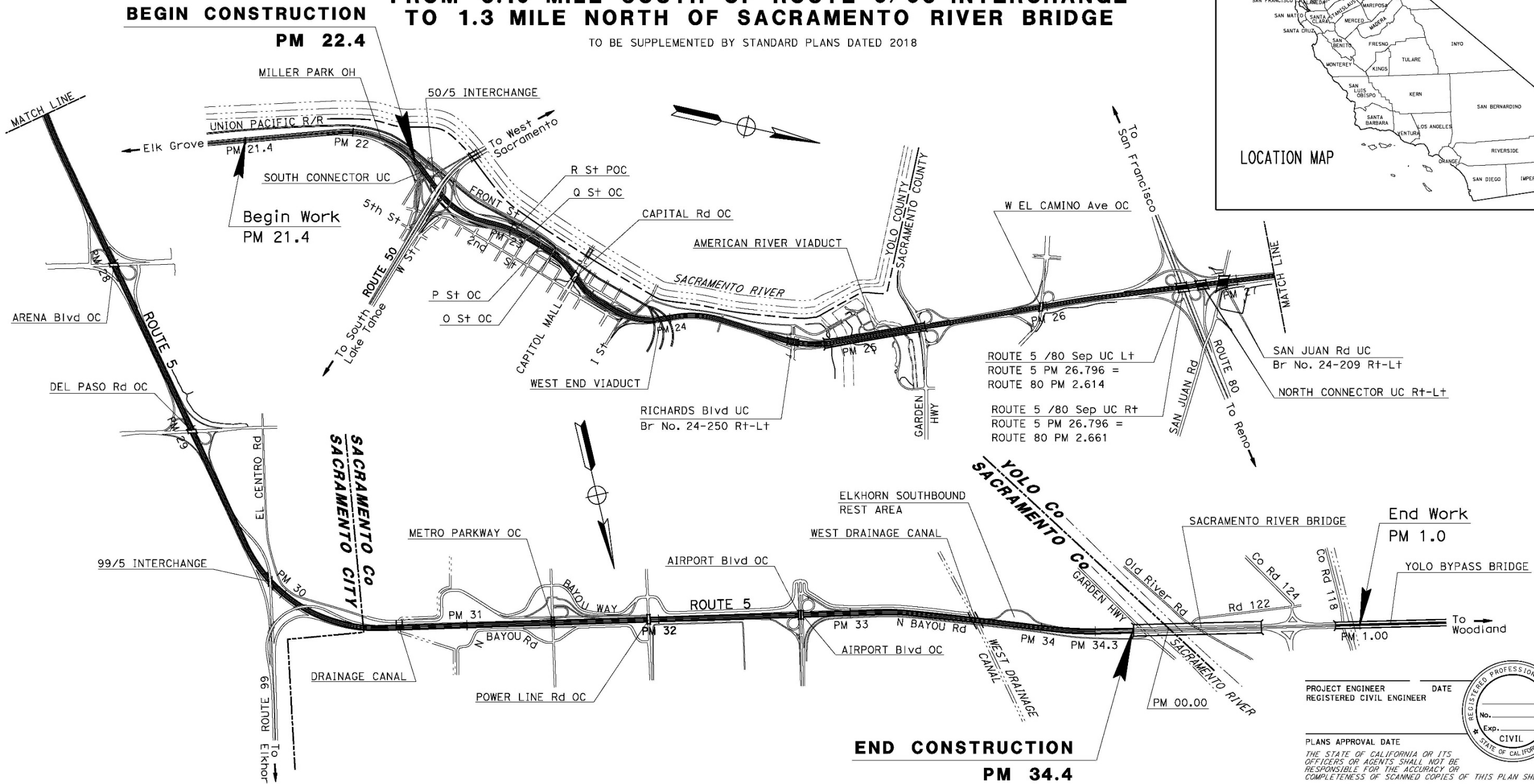
STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY

IN SACRAMENTO COUNTY  
IN AND NEAR SACRAMENTO  
FROM 0.16 MILE SOUTH OF ROUTE 5/50 INTERCHANGE  
TO 1.3 MILE NORTH OF SACRAMENTO RIVER BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

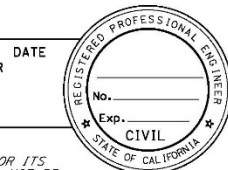
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Sac	5	22.4/34.4		



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

NO SCALE

PROJECT ENGINEER  
REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE  
THE STATE OF CALIFORNIA OR ITS  
OFFICERS OR AGENTS SHALL NOT BE  
RESPONSIBLE FOR THE ACCURACY OR  
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No. **03-4H5804**  
PROJECT ID **0318000336**

UNIT 0337 PROJECT NUMBER & PHASE 03180003361

BORDER LAST REVISED 8/1/2016 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/

RELATIVE BORDER SCALE 15 IN INCHES 0 1 2 3 USERNAME => s148800 DGN FILE => 0318000336ab001.dgn

DATE PLOTTED => 5-JAN-2021  
TIME PLOTTED => 13:17