



REPORT TO COUNCIL

City of Sacramento

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915 I Street, Sacramento, CA 95814-2604
www.CityofSacramento.org

Consent
August 6, 2009

Honorable Mayor and
Members of the City Council

Title: West El Camino Avenue & Interstate 80 Signalization Project (S15084800)

Location/Council District: West El Camino Avenue & Interstate 80 interchange.
Location Map – Exhibit A of Resolution (District 1)

Recommendation:

Adopt 1) a **Resolution** adopting the Mitigated Negative Declaration and Mitigation Reporting Plan; 2) a **Resolution** approving: a) the budget transfer of \$2,690,000 from the South Natomas Facility Benefit Assessment Program (Fund 2021) into the project; b) approving the transfer of \$190,000 from the project to the North Natomas Community Improvement Fund (Fund 3201); c) authorizing the City Manager to establish a \$189,500 revenue and expenditure budget (Fund 3702) in the project for the Riverdale North (P02-138) fair share contributions for the project; and d) approving the transfer of \$536,000 from the Street Overlays and Seals Program (R15072000) (Fund 2028) to the project.

Contact: Jesse Gothan, Associate Engineer (916) 808-6897; Ryan Moore, Supervising Engineer (916) 808-8279

Presenters: None

Department: Transportation

Division: Engineering Services

Organization No: 15001141

Description/Analysis:

Issue: Approval of the preliminary plans and adoption of the Mitigated Negative Declaration are necessary to move forward with the completion of the design and to comply with the California Environmental Quality Act. Also, funding for the environmental documentation, staff costs, design and construction of the project is contingent upon transferring South Natomas Facility Benefit Assessment Program

Funds (Fund 2021), Street Overlays and Seals Program Funds (Fund 2028) and appropriating private developer fair share funds (Fund 3702) into the project.

Policy Considerations: The action requested supports the City's Strategic Plan goals of improving and expanding public safety and achieving sustainability and enhancing livability.

Environmental Considerations: In compliance with Section 15070(b)1 of the California Environmental Quality Act (CEQA) Guidelines, Environmental Planning Services (EPS) prepared the Mitigated Negative Declaration and Mitigation Reporting Program to mitigate potential environmental impacts. In accordance with Section 21081.6 of the California Public Resource Code, a Mitigation Reporting Program must be developed for implementing mitigation measures as identified in the Initial Studies. Subject to potential modification of mitigation as a result of discussions with the resource agencies, EPS has determined that there is no substantial evidence that the project, with the adoption of the mitigation measures identified in the Initial Studies, will have a significant effect on the environment.

Four written comment letters were submitted during the public review period and are attached along with responses to this staff report (Attachment 5).

Sustainability Considerations: This project is consistent with the City's Sustainability Master Plan. It conforms to the Air Quality Focus Area by improving and optimizing transportation infrastructure.

Other: None

Commission/Committee Action: None

Rationale for Recommendation: Approval of the preliminary plans and adoption of the Mitigated Negative Declaration are necessary to move forward with the completion of the project.

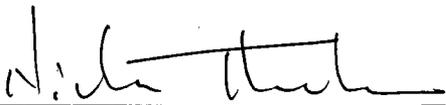
Financial Considerations: The current estimated total project cost is \$3,225,500. The current project budget is \$674,630. Approval of the transfer of \$2,690,000 from the South Natomas Facility Benefit Assessment Program Funds (Fund 2021), \$536,000 from the Street Overlays and Seals Program (R15072000) (Fund 2028) and the appropriation of a fair share contribution of \$189,500 collected from the Riverdale North (P02-138) for the future construction of traffic signals at the West El Camino Avenue and Interstate 80 freeway ramps will increase the total budget to \$4,090,130 and the unobligated balance to \$3,613,250, which is sufficient to complete the design and construction of the project and transfer \$190,000 back to the North Natomas Community Improvement Fund (Fund 3201).

The Riverdale North Project fair share agreement has been reviewed and determined to be an appropriate funding source for this project. The fair share contribution will be spent first, such that any additional funds left in the Capital Improvement Project at the conclusion of the construction will be returned to the South Natomas Facility Benefit (Fund 2021).

There are no general funds planned or allocated for this project.

The approval of this project will support 92 jobs in the City of Sacramento based upon the model provided by the Federal Highway Administration (FHWA) of one new job for every \$35,000 of transportation project investment.

Emerging Small Business Development (ESBD): Not applicable since no goods or services are being procured through this action.

Respectfully Submitted by: 
Nicholas Theocharides
Engineering Services Manager

Approved by: 
Jerry Way
Director of Transportation

Recommendation Approved:


Ray Kerridge
City Manager

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Table of Contents:

	Report	pg. 1
Attachments		
1	Background	pg. 4
2	Resolution	pg. 5
	Exhibit A - Mitigation Reporting Plan	pg. 7
3	Resolution	pg. 17
	Exhibit A - Location Map	pg. 19
4	Mitigation Negative Declaration (MND)	pg. 20
5	MND Comment Letters and City Response	pg. 85

Attachment 1**BACKGROUND**

The West El Camino Avenue & Interstate 80 Signalization Project (S15084800) will provide for preliminary engineering, preparation of environmental documents, permit processing, preparation of final plans, specifications and estimate, and construction of the improvements.

The City's Department of Transportation (DOT) advertised a request for proposals for consultant services to perform preliminary engineering, attain environmental approval and prepare the final design for the West El Camino Avenue & Interstate 80 Signalization Project (S15084800). A panel of City staff from the Department of Transportation, Engineering Services Division reviewed and evaluated the firm's written proposals and held interviews to select a consulting firm. Council approved the contract on June 24, 2008 and Council approved a supplement on May 12, 2009.

In May and June of this year (2009) the City circulated the environmental document. There were four comment letters submitted to the City by the following: the County of Sacramento, the Air Quality Control Board, the Sacramento Area Bike Advocates, and the Sacramento 49'er Travel Plaza. None of the letters opposed the project, however there were comments and additional recommendations referenced in some of the letters. Responses to the comment letters are in the attachments.

The current estimate to complete the construction of the project is approximately \$3,225,500. The construction contract and staff costs will be funded by \$2,300,000 of South Natomas Facility Benefit Assessment Program (Fund 2021), \$536,000 of Street Overlays and Seals Program Fund (Fund 2028), and \$189,500 in private developer fair share contributions from Riverdale North (P02-138) (Fund 3702).

The South Natomas Facility Benefit Assessment Program (Fund 2021) established a Facilities Benefit Assessments (FBA) for the future improvement of major transportation facilities that provide access to South Natomas. The signalization of the I-80/West El Camino Avenue freeway ramps were listed as an eligible project. This project would expend some of the current available funds from the South Natomas Facility Benefit Assessment Program (Fund 2021) for the design and construction of the project by allocating \$2,690,000. Currently, the project has been funded through the environmental documentation phase by the North Natomas Financing Plan (NNFP) (Fund 3201); by this Council action, a portion of these funds will be reimbursed back to the NNFP (Fund 3201) in the amount of \$190,000.

Lastly, developer contributions were collected as part of the subdivision improvement agreement (2006-0363) approved for the Riverdale North subdivision development project. This agreement required a cost share contribution towards the future construction of the signals in the amount of \$189,500 dollars. Now that the I-80 & West El Camino Avenue signalization of the ramps is moving forward, these funds will be used for the construction.

These transactions will be sufficient to fully fund the project and reimburse a portion of the NNFP.

Attachment 2

RESOLUTION NO. 2009-

Adopted by the Sacramento City Council

ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE WEST EL CAMINO AND INTERSTATE 80 SIGNALIZATION PROJECT (S15084800)

BACKGROUND

- A. On July 21, 2009, the City Council conducted a public hearing and received and considered evidence concerning the West El Camino and Interstate 80 Signalization Project (S15084800).

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds as follows:

The Project initial study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Project applicant before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

1. On May 7, 2009 a Notice of Intent to Adopt the MND (NOI) dated May 7, 2009 was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.
2. On May 7, 2009 the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

- Section 2. The City Council has reviewed and considered the information contained in the MND, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.
- Section 3. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
- Section 4. The City Council adopts the MND for the Project.
- Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.
- Section 6. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.
- Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Table of Contents:

Exhibit A - Mitigation Monitoring Program

Interstate 80/West El Camino Interchange Signalization Project Mitigation Reporting Program

In January 1989, Assembly Bill 3180 went into effect requiring the City to monitor all mitigation measures applicable to this project and included in the Mitigated Negative Declaration. For this project, mitigation reporting will be performed by the City of Sacramento Department of Transportation in accordance with the monitoring and reporting program developed by the City to implement AB 3180.

This Mitigation Reporting Program is being prepared for the Community Development Department, Environmental Planning Services, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Guidelines, Section 21081.

Project Number: Caltrans EA No. 03-2E6110

Project Name: Interstate 80 (I-80)/ West El Camino Interchange Signalization Project

Project Location: The project is located in the City and County of Sacramento, approximately one mile west of the Interstate 5 (I-5)/Interstate 80 (I-80) interchange. The project is about five miles south of the Sacramento International Airport and less than one mile north of the Sacramento River. The City of Sacramento is proposing to signalize and make improvements to the I-80/West El Camino interchange between Orchard Lane and El Centro Road.

Project Description: The objective of this project is to improve traffic circulation within the interchange area, relieve congestion on the off-ramps, and improve non-motorized movement. The project design consists of the following components:

Traffic signals will be placed at the eastbound and westbound off-ramp intersections with West El Camino Avenue. Traffic interconnects will be placed between the new ramp signals and the Orchard Lane signal. Additionally, signal detector loops will be placed at all new signals;

The eastbound off-ramp will be widened by 12 feet to two lanes. The new lane is approximately 1,000 feet long. The existing roadside ditch along the off-ramp would be relocated to the new toe of the slope, and two existing cross culverts would be lengthened approximately 30 feet to accommodate the ramp widening. An asphalt concrete dike would be placed along the proposed edge of pavement;

A 5-foot-wide sidewalk would be constructed along the east side of West El Camino Avenue between Orchard Lane and El Centro Road. The proposed sidewalk is expected to fit within the existing roadway embankment;

A 2-foot-wide raised concrete median would be constructed between the eastbound and westbound lanes along West El Camino Avenue in front of the 49'er Truck Stop. The raised concrete median would extend approximately 200 feet to the east from the West El Camino Avenue/El Centro Road intersection;

West El Camino Avenue would be widened in the eastbound direction from El Centro Road to the westbound diagonal on-ramp to provide a dedicated lane to the

ramp entrance. The widening would consist of adding one 12-foot-wide lane and one 8-foot-wide outside shoulder for a length of approximately 100 feet; and

Where the existing pavement is structurally sound, the existing travel lanes and shoulders would be given an asphalt concrete overlay within the limits of the project. Where the existing pavement has visible structural deficiencies or has insufficient structural thickness, the asphalt concrete or the entire structural section will be replaced. The existing pavement striping would be modified to accommodate the new roadway configuration and would include Class II bicycle lanes along West El Camino Avenue.

**MITIGATION REPORTING PROGRAM CHECKLIST FOR THE
 INTERSTATE 80/WEST EL CAMINO INTERCHANGE
 SIGNALIZATION PROJECT**

Mitigation Measure	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
<p>AIR QUALITY</p> <p>1. Level One mitigation measure for fugitive dust is outlined by the Sacramento Metropolitan Air Quality Management District (SMAQMD) as:</p> <ul style="list-style-type: none"> a. water exposed soil twice daily, and b. maintain two feet of freeboard space on haul trucks. 	<p>During construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation and Contractor</p>		
<p>BIOLOGICAL RESOURCES</p> <p><i>Project Specific Mitigation Measures</i></p> <p>1. Conduct Pre-construction Surveys for Nesting Migratory Birds</p> <ul style="list-style-type: none"> a. If construction or tree removal will occur February 1 through June 30, pre-construction surveys should be conducted each year in all potential nest sites for nesting birds. Surveys shall be conducted by a qualified wildlife biologist. b. Surveys shall be conducted no less than 30 days or more than 6 months prior to the initiation of construction activities. c. The surveyor shall inspect all trees in the impact footprint and within a ½-mile radius for raptor and other nests. 	<p>Prior to construction –</p>	<p>City of Sacramento Department of Transportation</p>		

<p>d. If the surveyor deems that an active bird nest is close enough to the construction area to be disturbed, he or she shall (in consultation with California Department of Fish and Game [CDFG]) determine the extent of the construction-free buffer zone to be established around the nest.</p> <p>e. Nest trees shall be removed outside of the nesting season (February 1 - through June 30), or after a qualified wildlife biologist verifies that the nest is empty and the nest tree is no longer used by the adult and young birds.</p>				
<p>2. Measure to Reduce Impacts to Swainson's Hawk</p>	<p>Prior to and during construction –</p>	<p>City of Sacramento</p>		
<p><i>Measures to Reduce Nest Disturbance</i></p>		<p>Department of Transportation</p>		
<p>a. Prior to the commencement of development activities at any development site within the Natomas Basin Habitat Conservation Plan (NBHCP) area, a pre-construction survey shall be completed by the respective developer to determine whether any Swainson's hawk nest trees will be removed on-site, or whether active Swainson's hawk nest sites occur on or within 1/2-mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved by the United States Fish and Wildlife Service (USFWS) and CDFG, using experienced Swainson's hawk surveyors.</p> <p>b. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g., heavy equipment operation associated with construction) will occur within 1/2-mile of an active nest between March 15 and September 15, or until a qualified biologist, with concurrence by CDFG, has determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within 1/4-mile of existing urban development, the no new disturbance zone can be limited to the 1/4 mile versus 1/2 mile. Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within 1/2-mile of an active nest are not restricted.</p> <p>c. Where disturbance of a Swainson's hawk nest cannot be avoided, such disturbance shall be temporarily avoided (i.e., defer construction activities until after the nesting season) and then, if unavoidable, the nest tree may be</p>	<p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>and Contractor</p>		

destroyed during the non-nesting season. For purposes of this provision the Swainson's hawk nesting season is defined as March 15 to September 15. If a nest tree (any tree that has an active nest in the year the impact is to occur) must be removed, tree removal shall only occur between September 15 and February 1.

- d. If a Swainson's hawk nest tree is to be removed and fledglings are present, the tree may not be removed until September 15 or until the CDFG has determined that the young have fledged and are no longer dependent upon the nest tree.
- e. If construction or other project related activities which may cause nest abandonment or forced fledgling are proposed within the ¼-mile buffer zone, intensive monitoring (funded by the project sponsor) by a CDFG approved raptor biologist will be required. Exact implementation of this measure will be based on specific information at the project site.

Measures to Prevent the Loss of Nest Trees

- a. Valley oaks, tree groves, riparian habitat and other large trees will be preserved wherever possible. The City and Sacramento County shall preserve and restore stands of riparian trees used by Swainson's hawks and other animals, particularly near Fisherman's Lake and elsewhere in the Plan Area where large oak groves, tree groves and riparian habitat have been identified in the Plan Area.
- b. The raptor nesting season shall be avoided when scheduling construction near nests in accordance with applicable guidelines published by the Wildlife Agencies or through consultation with the Wildlife Agencies.
- c. Annually, prior to the Swainson's hawk nesting season (March 15 to September 15) and until buildout of their Authorized Development has occurred, the City of Sacramento and Sacramento County will notify each landowner of any property within the permit area(s) on which a Swainson's hawk nest tree is present, and will identify the nest tree, and alert the owner to the specific mitigation measures prohibiting the owner from removing the nest tree.

Measures to Mitigate the Loss of Swainson's Hawk Nest Trees

- a. The NBHCP will require 15 trees (five gallon container size) to be planted within the habitat reserves for every Swainson's hawk nesting tree anticipated to be impacted by authorized development. It will be the responsibility of each land use agency approving development that will impact Swainson's hawk nest trees to provide funding from the applicable developer for purchase, planting, maintenance and monitoring of trees at the time of approval of each authorized development project. The Natomas Basin Conservancy (TNBC) shall determine the appropriate cost for planting, maintenance and monitoring of trees.

- b. The land use agency permittee approving a project that impacts an existing Swainson's hawk nest tree shall provide funding sufficient for monitoring survival success of trees for a period of five (5) years. For every tree lost during this time period, a replacement tree must be planted immediately upon the detection of failure. Trees planted to replace trees lost shall be monitored for an additional five-year period to ensure survival until the end of the monitoring period. A 100% success rate shall be achieved. All necessary planting requirements and maintenance (i.e., fertilizing, irrigation) to ensure success shall be provided. Trees must be irrigated for a minimum of the first 5 years after planting, and then gradually weaned off the irrigation in an approximate two-year period. If larger stock is planted, the number of years of irrigation must be increased accordingly. In addition, 10 years after planting, a survey of the trees shall be completed to assure 100% establishment success. Remediation of any dead trees shall include completion of the survival and establishment process described.

- c. Of the replacement trees planted, a variety of native tree species will be planted to provide trees with differing growth rates, maturation, and life span. This will ensure that nesting habitat will be available quickly (5-10 years in the case of cottonwoods and willows), and in the long term (i.e., valley oaks, black walnut and sycamores), and minimize the temporal losses from impacts to trees within areas scheduled for development within the 50-year permit life. Trees shall be sited on reserves in proximity to hawk foraging areas. Trees planted shall be planted in clumps of 3 trees each. Planting stock shall be a minimum of 5-gallon container stock for oak and walnut species.

<p>d. In order to reduce temporal impacts resulting from the loss of mature nest trees, mitigation planting shall occur within 14 months of approval of the NBHCP. It is estimated at this time that 4 nesting trees within the City of Sacramento are most likely to be impacted by Authorized Development in the near term. Therefore, in order to reduce temporal impacts, the City of Sacramento will advance funding for 60 sapling trees of diverse, suitable species (different growing rates) to TNBC within the above referenced 14 months. It is anticipated that the City will recover costs of replacement nest trees as an additional cost to be paid by private developers at the time of approval of their development projects that impact mature nest trees.</p> <p>e. For each additional nesting tree removed by land use agencies' covered activities, the land use agency shall fund and provide for the planting of 15 native sapling trees of suitable species with differing growth rates at suitable locations on TNBC preserves. Funding for such plantings shall be provided by the applicable permittee within 30 days of approving a covered activity that will impact a Swainson's hawk nesting tree.</p> <p><u>3. Establish Elderberry Shrubs and Willow Thicket as Environmentally Sensitive Areas</u></p> <p>Prior to construction or vegetation removal, the elderberry shrub and willow thicket (shown in Figure 3) shall be designated as Environmentally Sensitive Areas (ESAs) on plans and specifications. If work is proposed within 50 feet of these features, work shall not begin until the ESAs are delineated on the ground with orange safety netting. The ESA fences shall remain in place for the entire duration of construction. No earth-moving activities, vehicles, heavy equipment, or other construction shall be permitted within the ESAs, unless as part of a mitigation plan approved by the appropriate permitting agencies. The boundaries of the ESAs shall be clearly shown on all final plans and specifications.</p>	<p>Prior to and during construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation</p> <p>and</p> <p>Contractor</p>		
<p>CULTURAL RESOURCES</p> <p>1. In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian, mortars and/or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 meters of the</p>	<p>Prior to and during construction –</p> <p>Mitigation</p>	<p>City of Sacramento Department of Transportation</p>		

<p>find shall be halted, and the City shall consult with a qualified archeologist or paleontologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p> <p>If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Register of Professional Archeologists (RPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p> <p>If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</p>	<p>measures shall be included in all construction documents for implementation during construction.</p>	<p>and Contractor</p>		
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<p>GEOLOGY AND SOILS</p> <p>1. The Contractor shall be responsible for controlling erosion and sedimentation within the limits of the project at all times during the course of construction, including evenings, weekends, holidays and normal working days. The Contractor shall prepare and submit an Erosion and Sediment Control Plan (ESC Plan) to the City Engineer for review and approval (Sacramento City Code, Section 15.88.250). The ESC Plan shall include:</p> <ul style="list-style-type: none"> a. an effective revegetation program to stabilize all disrupted areas that will not be otherwise protected; b. prevention of increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion; c. recommendations of any Civil Engineer, Geotechnical Engineer or Engineering Geologist involved in the preparation of the grading plans; d. the inspection and repair of all erosion and sediment control facilities at the close of each active working day during the rainy season; and e. specific sediment clean-out and vegetation maintenance criteria. <p>2. The Contractor shall prepare a Post Construction Erosion and Sediment Control Plan (PC Plan) (Sacramento City Code, Section 15.88.260), which will include the requirements of the ESC Plan, plus the following:</p> <ul style="list-style-type: none"> a. the maximum runoff rate from the site; b. descriptions and specifications for all surface runoff, erosion, and sediment control devices to be used for the project site; c. a description of the changes made from the ESC Plan to the PC Plan; <ul style="list-style-type: none"> i. a map showing the final Best Management Practices (BMPs) used to control erosion, sediment, and surface runoff of non storm 	<p>Prior to and during construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p> <p>Prior to and during construction –</p> <p>Mitigation measures shall be included in all construction documents for implementation during construction.</p>	<p>City of Sacramento Department of Transportation</p> <p>and</p> <p>Contractor</p> <p>City of Sacramento Department of Transportation</p> <p>and</p> <p>Contractor</p>		
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<p>water;</p> <ul style="list-style-type: none"> ii. locations of final BMPs with reference to the final improvements and structures installed; and iii. how the BMPs will control surface runoff, erosion, and sediment. <ul style="list-style-type: none"> d. a description of the final vegetative measures to be used for the project site; and e. an estimate of the costs of implementing the PC Plan erosion and sediment control measures. <p>The Contractor shall not perform any clearing and grubbing, excavation or earthwork of any type on the project, other than that specifically authorized in writing by the City Engineer, until a written acceptance of the erosion and sediment control plan has been received from the City Engineer. If, in the opinion of the Engineer, the plan does not sufficiently address the objectives outline in this section, the Contractor shall revise the plan accordingly to the satisfaction of the City Engineer.</p>				
<p>TRAFFIC AND CIRCULATION</p> <ul style="list-style-type: none"> 1. Prior to the start of construction, the contractor shall coordinate with the City of Sacramento Police and Fire departments, California Highway Patrol, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes. 	<p>Prior to construction</p>	<p>City of Sacramento Department of Transportation and Contractor</p>		

RESOLUTION NO.

Adopted by the Sacramento City Council

**WEST EL CAMINO AVENUE & INTERSTATE 80
SIGNALIZATION PROJECT**

BACKGROUND

- A. Transferring \$2,690,000 from the South Natomas Facility Benefit Assessment Program (Fund 2021) will finish the environmental documentation, design and construction of the project and provide for reimbursement to the North Natomas Community Improvement Fund (Fund 3201).
- B. Transferring \$190,000 from the West El Camino Avenue and Interstate 80 Signalization Project (S15084800) to the North Natomas Community Improvement Fund (Fund 3201) for past project environmental and planning costs.
- C. The Riverdale North Project (P02-138) contributed \$189,500 (P21117700 and P21117760) in fair share contributions for the future construction of traffic signals at the West El Camino Avenue and Interstate 80 freeway ramps. The Riverdale North Project agreement for has been reviewed and determined to be an appropriate funding source for this project.
- D. West El Camino Avenue is an existing arterial road and in addition to the construction of the signals this project will resurface some of the deteriorated pavement within the vicinity of the new signalized intersections, street maintenance dollars will be used for the maintenance of the existing pavement.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL
RESOLVES AS FOLLOWS:**

- Section 1. The FY 09/10 Transportation CIP is amended by transferring \$2,690,000 from the South Natomas Facility Benefit Assessment Program (Fund 2021) to the West El Camino Avenue and Interstate 80 Signalization Project (S15084800).
- Section 2 The FY 09/10 Transportation CIP is amended by transferring \$190,000 from the West El Camino Avenue and Interstate 80 Signalization Project (S15084800) to the North Natomas Community Improvement Fund (Fund 3201) for reimbursement of past work.

Section 3 The City Manager is authorized to establish an \$189,500 revenue and expenditure budget in the West El Camino Avenue and Interstate 80 Signalization Project (S15084800) in the CIP Reimbursable Fund (Fund 3702) for the Riverdale North Project fair share contributions for this project.

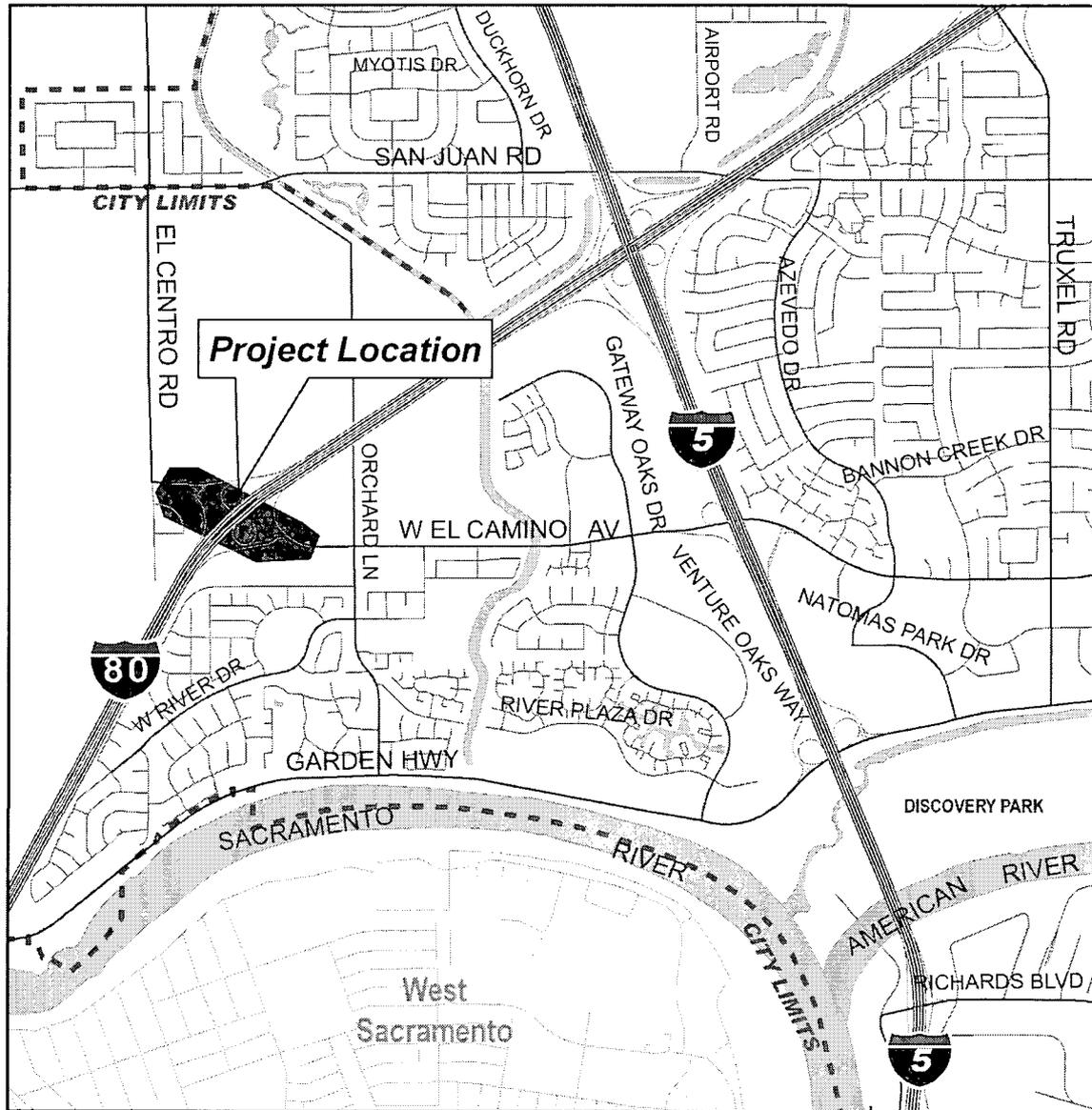
Section 4 The FY 09/10 Transportation CIP is amended by transferring \$536,000 from the Street Overlays and Seals Program (R15072000) (Fund 2028) to the West El Camino Avenue and Interstate 80 Signalization Project (S15084800).

Table of Contents:

Exhibit A Map of West El Camino and Interstate 80 Location (S15084800) – 1 page

EXHIBIT A

Location Map for
West El Camino / Interstate 80 Interchange Signalization
(S15084800)



Department of
TRANSPORTATION
City of Sacramento

Map Contact: S. Tobin
Map Date: April, 2009

0 500 1,000 2,000 3,000 4,000
Feet





DEVELOPMENT SERVICES
DEPARTMENT

PLANNING DIVISION

ENVIRONMENTAL PLANNING
SERVICES
916-808-8419
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MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Mitigated Negative Declaration for the following described project:

I-80/West El Camino Interchange (S15084800) The objective of this project is to improve traffic circulation within the interchange area of Interstate 80 (I-80) and West El Camino Avenue, relieve congestion on the off-ramp, and improve non-motorized movement. The project consists of signaling the eastbound and westbound off-ramp intersections with West El Camino. The signalization includes installing traffic interconnects and signal detector loops. Additional components of the project include widening the eastbound I-80 off ramp and portions of West El Camino between El Centro and the westbound on-ramp; constructing the necessary streetscape and/or utility improvements; constructing a 5-foot-wide sidewalk along the east side of West El Camino Avenue between Orchard Land and El Centro Road; and constructing a 2-foot-wide raised concrete median separating the eastbound and westbound lanes of West El Camino Avenue in front of the 49'er Truck Stop from the West El Camino Avenue/El Centro Road intersection to about 200-feet to the east. Where the existing pavement is structurally sound, the existing travel lanes and shoulders would be given an asphalt concrete overlay within the limits of the project. Where the existing pavement has visible structural deficiencies or has insufficient structural thickness, the asphalt concrete or the entire structural section will be replaced. The existing pavement striping would be modified to accommodate the new roadway configuration and would include Class II bicycle lanes along West El Camino Avenue.

The Lead Agency is the City of Sacramento. The City of Sacramento, Development Services Department, reviewed the proposed project and, on the basis of the whole record before it, determined that the proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan. The City prepared the attached Initial Study that identifies potentially new or additional significant environmental effects (project-specific effects) that were not analyzed in the 2030 General Plan Master EIR. The City will incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR, and adopt project-specific mitigation measures in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Sections 15177(d), 15178(b)(2)). This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration was prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code. A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811. The public counter is open from 9:00 am to 4:00 pm; Monday through Friday.

Environmental Services Manager, City of Sacramento,
California, a municipal corporation

By: _____

Date: _____

[Handwritten Signature]
May 4, 2009

**INTERSTATE 80/WEST EL CAMINO
INTERCHANGE SIGNALIZATION PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This Initial Study has been required and prepared by the Development Services Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Page 2 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Page 4 - Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 8 – This section reviews the project to determine whether it would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 61 - Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: Page 62 - Identifies the determination of whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Page 63

SECTION I - BACKGROUND

File Number, Project Name: Caltrans EA No. 03-2E6110
Interstate 80 (I-80)/ West El Camino Interchange
Signalization Project

Project Location: I-80 and West El Camino Avenue Interchange

Project Applicant: City of Sacramento

Project Planner: Jesse Gothan
Funding and Project Development
City of Sacramento
915 I Street, 2nd Floor
Sacramento, CA 95814
(916) 808-6897

Environmental Planner: Scott Johnson, Associate Planner
Environmental Planning Services
City of Sacramento
Development Services Department
300 Richard Blvd., 3rd Floor
Sacramento, CA 95811
(916) 808-5842

Environmental Consultant: PAR Environmental Services, Inc.
1906 21st Street
P.O. Box 160756
Sacramento, CA 95816-0756

Document Author: Jennifer E. Moore

Date Initial Study Completed: May 1, 2009

INTRODUCTION

The following Initial Study (IS) has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Development Services Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan.

The attached IS identifies any potential new or additional significant environmental effects (project-specific effects) that were not analyzed in the Master EIR for the 2030 General Plan. The IS identifies mitigation measures that will be incorporated to revise the project before the

environmental document is released for public review pursuant to CEQA Guidelines Section 15073 in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b)).

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Development Services Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending June 5, 2009.

Please send written responses to:

Scott Johnson
Environmental Planning Services
City of Sacramento
Development Services Department
300 Richard Blvd., 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
FAX (916) 808-1077
srjohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

PROJECT LOCATION

The project is located in the City and County of Sacramento, approximately one mile west of the Interstate 5 (I-5)/Interstate 80 (I-80) interchange. The project is about five miles south of the Sacramento International Airport and less than one mile north of the Sacramento River. The City of Sacramento is proposing to signalize and make improvements to the I-80/West El Camino interchange between Orchard Lane and El Centro Road (Figure 1). Figure 2 depicts the Environmental Study Area that was used to analyze the possible impacts from the project.

PROJECT BACKGROUND, PURPOSE AND DESCRIPTION

Purpose and Need:

The objective of this project is to improve traffic circulation within the interchange area, relieve congestion on the off-ramps, and improve non-motorized movement.

Proposed Improvements:

The project design consists of the following components:

- Traffic signals will be placed at the eastbound and westbound off-ramp intersections with West El Camino Avenue. Traffic interconnects will be placed between the new ramp signals and the Orchard Lane signal. Additionally, signal detector loops will be placed at all new signals;
- The eastbound off-ramp will be widened by 12 feet to two lanes. The new lane is approximately 1,000 feet long. The existing roadside ditch along the off-ramp would be relocated to the new toe of the slope, and two existing cross culverts would be lengthened approximately 30 feet to accommodate the ramp widening. An asphalt concrete dike would be placed along the proposed edge of pavement;
- A 5-foot-wide sidewalk would be constructed along the east side of West El Camino Avenue between Orchard Lane and El Centro Road. The proposed sidewalk is expected to fit within the existing roadway embankment;
- A 2-foot-wide raised concrete median would be constructed between the eastbound and westbound lanes along West El Camino Avenue in front of the 49'er Truck Stop. The raised concrete median would extend approximately 200 feet to the east from the West El Camino Avenue/El Centro Road intersection;
- West El Camino Avenue would be widened in the eastbound direction from El Centro Road to the westbound diagonal on-ramp to provide a dedicated lane to the ramp entrance. The widening would consist of adding one 12-foot-wide lane and one 8-foot-wide outside shoulder for a length of approximately 100 feet; and
- Where the existing pavement is structurally sound, the existing travel lanes and shoulders would be given an asphalt concrete overlay within the limits of the project. Where the existing pavement has visible structural deficiencies or has insufficient

structural thickness, the asphalt concrete or the entire structural section will be replaced. The existing pavement striping would be modified to accommodate the new roadway configuration and would include Class II bicycle lanes along West El Camino Avenue.

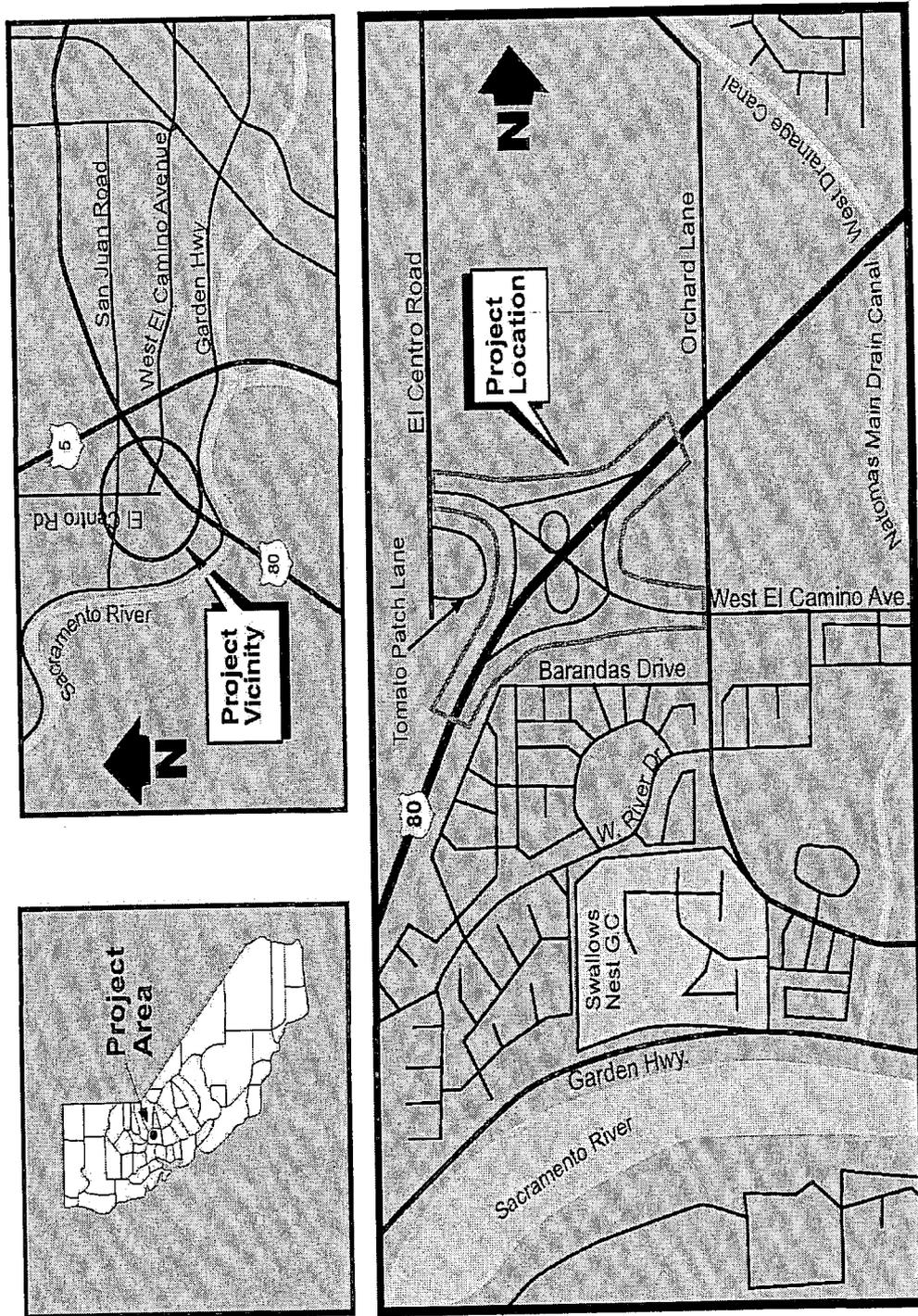


Figure 1. Project Vicinity Map (Source: Yahoo Maps 2007)

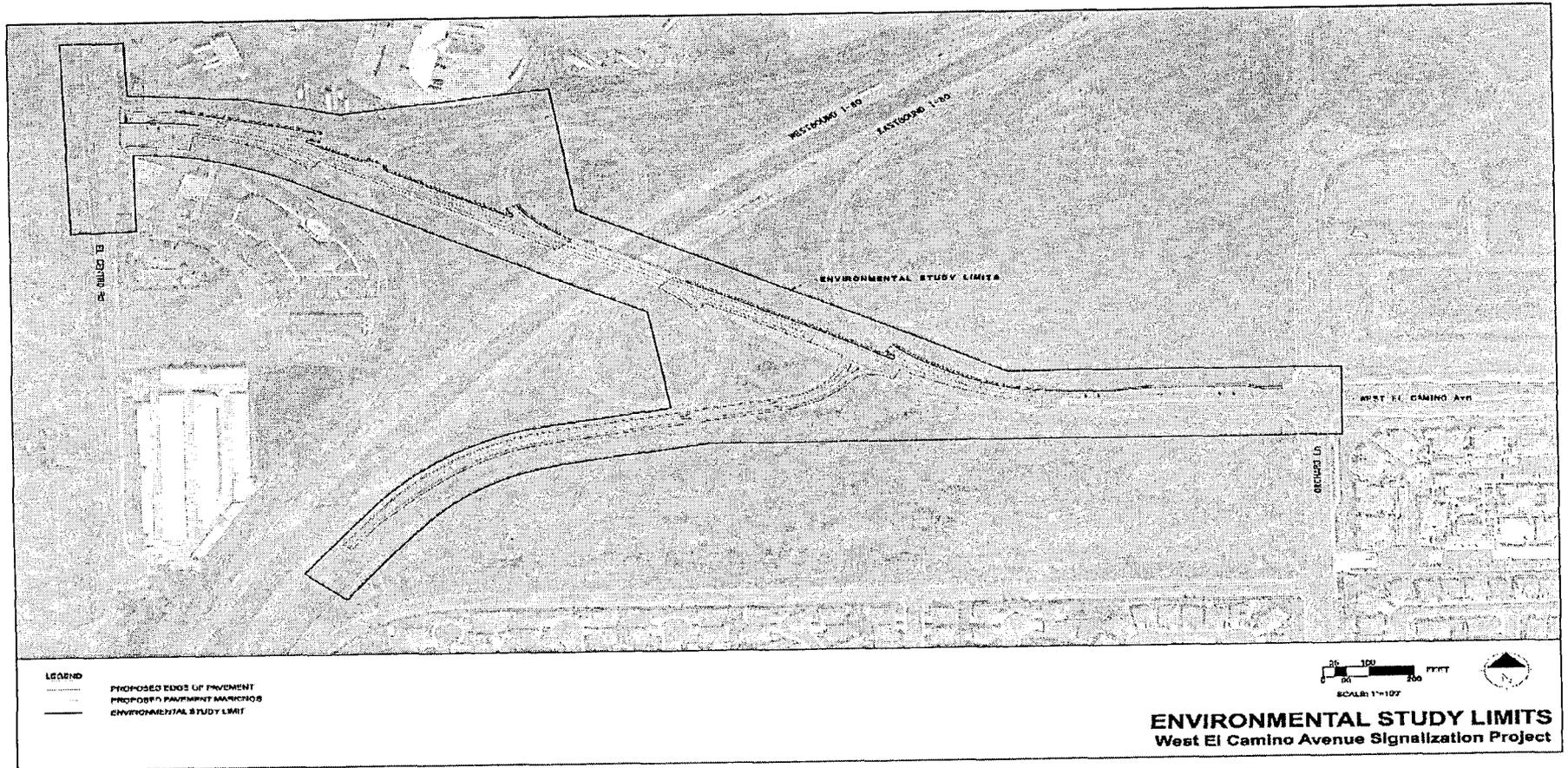


Figure 2. Environmental Study Limits

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use plans and policies, and discusses any inconsistencies between these plans and the proposed project.

Discussion

The project area is defined by two different U.S. Census Tract Block Groups (CTBG). The west side of the project area is in CTBG 70.08-2 and the east side of the project is in CTBG 70.09-1. Since 1990, the Sacramento region has experienced an increase in population. The CTBGs in the project area have been split since the 1990 census, so there is no way to directly compare population growth between 1990 and 2000; however, the splitting of one CTBG into several smaller CTBGs is indicative of population growth in the area.

According to the 2000 U.S. Census data, the average household size in the project area is 2.2 persons per household, while the City of Sacramento and Sacramento County averages are larger, with 2.57 and 2.64 persons per household, respectively.

The major land uses along the I-80/West El Camino Interchange are light commercial. The area adjacent to the southeast quadrant of the interchange, on the south side of West El Camino Avenue, has been subject to recent residential development.

Both the City and County of Sacramento zoning ordinances have designated the area around the interchange as commercial. The project is located in the South Natomas Community Plan and is consistent with the City and County applicable goals and policies of the Circulation Element of the City and County general plans.

The proposed project site is consistent with the new 2030 General Plan, community plan and zoning for the project site; therefore, no amendments or changes to respective plans or zoning are required. The interchange improvements are intended to alleviate congestion and improve traffic circulation. In addition, the proposed project would not be incompatible with adjacent land uses; therefore, the proposed project would have a less-than-significant impact to present or planned land use.

The purpose of this project is to improve traffic circulation within the interchange area, relieve congestion on the off-ramps and improve non-motorized movement. Improvements will prevent traffic from backing up onto mainline I-80 and provide for the safety of motorized, and nonmotorized travelers and are not intended to increase traffic.

All work will be performed within the state and public right-of-way. No houses or businesses will be displaced by the project improvements.

AESTHETICS, LIGHT AND GLARE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
AESTHETICS, LIGHT AND GLARE Would the proposal:			
A) Have a substantial adverse effect on a scenic vista?			✓
B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓

ENVIRONMENTAL SETTING

The project area is located in a traffic corridor that is dominated by commercial and industrial uses. A residential development is adjacent to the project area in the southeast quadrant of the interchange (approximately 1000 feet away, along Barandas Drive), on the south side of West El Camino Avenue. The project area does not contain scenic resources, is not located in an area designated as a scenic resource or scenic vista and is not visible from a state designated scenic highway.

STANDARDS OF SIGNIFICANCE

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH D

The proposed project would not obstruct views from any scenic highway or roadway, and the project site is not located within the viewshed of a federal or state scenic highway. The project site does not have rock outcroppings, historic buildings or any other protected scenic resources.

The proposed project would install two signals at the eastbound and westbound off-ramp of the I-80/West El Camino interchange. These lights would only be visible to travelers at these intersections. The residential neighborhood located in the southeast quadrant is setback from the project area and would be screened from these signals by an existing wall that surrounds the development.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to aesthetics, light and glare.

AIR QUALITY

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
AIR QUALITY Would the proposal:			
A) Conflict with or obstruct implementation of the applicable air quality plan?			✓
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓	
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			✓
D) Exposure sensitive receptors to substantial pollutant concentrations?			✓
E) Create objectionable odors affecting a substantial number of people?			✓
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			✓

ENVIRONMENTAL SETTING

An *Air Quality Technical Report* was prepared by K.D. Anderson & Associates, Inc. (2008) for the proposed signalization project.

Sacramento County is located at the southern end of the Sacramento Valley, which is bounded by the Coast and Diablo ranges on the west and the Sierra Nevada range on the east. The county is about 50 miles northeast of the Carquinez Strait, a sea-level gap between the Coast Range and the Diablo Range. The prevailing winds are from the south, primarily because of marine breezes through the Carquinez Strait, although during winter the sea breezes diminish and winds from the north occur more frequently. Air quality within the project area and surrounding region is largely influenced by urban emission sources.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary agency responsible for planning to meet federal and state ambient air quality standards in Sacramento County. The SMAQMD implements the emissions standards and other requirements of the state and federal regulations. Currently, the proposed project is within the

Sacramento Federal Nonattainment Area (SFNA) for ozone. As a part of the SFNA, Sacramento County is out of compliance with the state and federal ozone standards.

The United States Environmental Protection Agency (U.S. EPA) has a non-attainment designation of "severe" for the county because it does not currently meet the federal ozone standard. The ozone standard was established by the U.S. EPA to help achieve one of the primary federal Clean Air Act goals.

Pollutants are generally classified as either criteria or non-criteria. Federal and California ambient air quality standards have been established for criteria pollutants, but no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values such as protection of crops, protection of materials or avoidance of nuisance conditions. The criteria pollutants of greatest concern in the Sacramento County are carbon monoxide (CO), ozone, inhalable particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}).

On December 22, 2008, the EPA administrator approved PM_{2.5} nonattainment areas, which included Sacramento County and portions of Counties adjacent to Sacramento. The designations will become effective 90 days after publication in the Federal Register, sometime in April 2009. Plans for how areas will meet the health standards are due to EPA in April 2012. Areas must meet the health standards by April 2014, but the deadline can be extended to April 2019. The Sacramento Metropolitan Air Quality Management District will be working with the California Air Resources Board staff to update a technical assessment and modeling of Sacramento's PM_{2.5} problems, update the inventory of PM_{2.5} and precursor emission sources, and determine whether existing controls are adequate to attain the federal PM_{2.5} standards by 2014 or 2019.

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NO_x) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NO_x) or reactive organic gases (ROG) above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM₁₀ is a concentration-based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM₁₀, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO_x thresholds, it can be assumed that the project is below the PM₁₀ threshold as well (SMAQMD 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Toxic Air Contaminants. The project would create a significant impact if it created a risk of 10 in 1 million for cancer (stationary sources only); however, the proposed project is not a stationary source.

Greenhouse Gas Emissions and Climate Change. The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change (see Draft MEIR, Chapter 8, and pages 8-49 et seq). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-6, pages 8-50 et seq, The Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments (see changes to Chapter 8 at Final MEIR pages 2-19 et seq [see also Letter 2 and response]).

The City ultimately determined that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact.

The discussion of greenhouse gas emissions and climate change in the Draft MEIR, Final MEIR and Errata 2 are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The supporting Air Quality Technical Report was prepared in accordance with threshold outlined in the SMAQMD *Guide to Air Quality Assessments in Sacramento County*. Any identified impacts can be mitigated; therefore, the project is in compliance with applicable local air quality plans and will not contribute to considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

QUESTION B

Implementation of the proposed project would result in construction activity, which would generate air pollutant emissions. Construction activities such as grading, excavation and travel on unpaved surfaces, would generate dust and can lead to elevated concentrations of PM₁₀ and PM_{2.5}. The operation of construction equipment results in exhaust emissions. A substantial portion of the construction equipment is powered by diesel engines, which produce relatively high levels of NO_x emissions. Construction-related emissions were analyzed using the Roadway Construction Emissions Model, version 6.3.1.

The largest amount of NO_x emissions would be generated during construction in the grubbing/land clearing phase. The amount of NO_x emissions produced during this phase is 72.2

pounds per day (ppd), which is less than the significance thresholds. The generation of construction-related ozone precursor emissions is considered a less-than-significant impact.

Construction would also generate fugitive dust PM₁₀ and PM_{2.5} emissions. The maximum area of soil disturbance on a single day would be 5.2 acres. Based on the SMAQMD Particulate Matter Screening Levels for Construction Projects presented in Table B-1 of the *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2004), these emissions are considered significant. This impact will be a less-than-significant impact with implementation of mitigation measures.

QUESTION C

The potential impact of the project on local CO levels was assessed by applying the screening procedures described in the *Transportation Project-Level Carbon Monoxide Protocol* (Institutes of Transportation Studies, University of California, Davis 1997). Based on these screening procedures, the project is considered not to have the potential for resulting in a significant CO air quality impact.

Since the project would not generate additional vehicle trips and would not substantially redistribute vehicle travel, the project is not expected to result in a substantial net change in vehicle travel and, thus, is not expected to have a substantial effect on regional ozone precursor emission levels.

QUESTIONS D AND E

Land uses such as schools, hospitals, residences and convalescent homes are considered to be relatively sensitive to poor air quality. However, since project emissions of NO_x, ROG, PM₁₀ and CO are anticipated to be less than significant, it is not expected that concentrations will exceed any standards for sensitive receptors.

Objectionable odors may result during construction of the proposed project. Construction equipment and materials may emit odors perceptible to residents within the project vicinity; however, any construction-related odors would be localized to the immediate vicinity of construction operations and would be temporary (occurring only during active construction). Therefore, the impact on sensitive receptors from pollutants and odor is considered less than significant.

QUESTION F

The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions

The proposed project will generate Greenhouse Gas (GHG) emissions during the construction phase. The total tons of carbon dioxide (CO₂) that will be produced during the construction of this project are 336.5. Emissions will be short term and will account for a fraction of total GHG emission in California each year. No significant effect would be caused by the project, since the objective of this project is to improve traffic circulation within the interchange area, relieve congestion of on the off-ramps, and improve non-motorized movement. The project will not

conflict with the City's efforts to reduce GHGs, but is furthering its efforts by not contributing to urban sprawl and contributing to a pedestrian friendly environment through the addition of sidewalk and bike lanes.

MITIGATION MEASURES

1. Level One mitigation measure for fugitive dust is outlined by the SMAQMD as:
 - a. water exposed soil twice daily, and
 - b. maintain two feet of freeboard space on haul trucks.

FINDINGS

The proposed project would result in less-than-significant impacts to air quality with implementation of the mitigation measures.

BIOLOGICAL RESOURCES

	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
Issues:			
BIOLOGICAL RESOURCES Would the proposal result in impacts to:			
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓	
E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?			✓
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓

ENVIRONMENTAL SETTING

A *Natural Environment Study* was prepared by Susan Sanders Biological Consulting (2009) to analyze the impacts associated with the proposed project.

The project area is located northeast of the confluence of the American and Sacramento rivers in the Natomas Basin, a low-lying area in the Sacramento Valley. The drainage pattern of the Natomas Basin has been altered so that runoff is pumped into the surrounding canals and the Sacramento River at several places, but even with pumping many areas are subject to shallow flooding from rainfall. The canals and waterway that have been created in the Natomas Basin often support tules, cattails and willow scrub riparian vegetation and provide valuable wildlife habitat.

Non-native, ruderal species dominate the majority of the project area and has been planted with ornamentals. Habitats in the vicinity of the project area formerly supported large expanses of riparian scrub-shrub. Only a remnant of this habitat type is located in the westbound loop on-ramp on the northwest side of the project area.

The interchange is largely characterized by road embankments consisting of fill material vegetated with annual grasses and herbs. Plants common within the project area are non-native species such as filaree, soft chess, cut leaf geranium, star thistle, wild radish, English plantain, vetch and doveweed. Planted ornamental Osage orange trees, Acacia and other ornamental shrubs are also found on road embankments and in the clover leaf. A few young valley and live oaks have colonized the open ground of the roadside. These landscape habitats include some mature eucalyptus trees that are sufficiently large to support nesting raptors. Adjacent land uses consist mostly of commercial development, with some industrial development (49er Truck Stop) to the north, and residential development to the south.

Roadside ditches collect stormwater runoff from the project area roadways and adjacent fields and divert it through culverts under West El Camino Avenue and on- and off-ramps. No agricultural irrigation ditches occur in the project area. A small patch of riparian habitat, consisting of two mature walnuts, valley oaks, Osage orange and a buttonwillow occurs along the eastbound off-ramp. Additionally, an elderberry thicket was noted just beyond the south side of the project boundary. Himalayan blackberry and California grape grow on the right-of-way fence in this area.

Despite the highly disturbed and fragmented nature of habitats in the project area, a relatively high level of wildlife use was observed. A red-tailed hawk and a pair of white-tailed kites were observed during the field surveys, and the abundance of burrows and small mammal runways within the annual grassland suggests that the project area provides suitable foraging habitat for raptors. Other native wildlife observed during the survey include black-tailed jackrabbit, California ground squirrel, killdeer, great egret, California gull, white-throated swift, northern flicker, house finch, western scrub jay, American crow, mourning dove, western meadowlark, northern mockingbird, black phoebe, lesser goldfinch, lark sparrow and yellow-rumped warbler. The non-native rock pigeon and European starling were also observed.

REGULATORY SETTING

Definitions of Special-Status Species

Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state or other agencies as deserving special consideration. Some of these species receive specific legal protection pursuant to federal or state endangered species legislation. Others lack such legal protection, but have been characterized as "sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species," following a convention that has developed in practice but has no official sanction. The various categories encompassed by the term are presented below:

- plants or animals listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA) (50 Code of Federal regulations [CFR] 17.12 [listed

plants], 17.11 [listed animals] and various notices in the *Federal Register* [FR] [proposed species]).

- plants or animals that are candidates for possible future listing as threatened or endangered under the federal ESA (61 FR 40, February 28, 1996);
- plants or animals designated as "special concern" (former C2 candidates, a compilation of species in some danger) by Region 1 of the U.S. Fish and Wildlife Service (USFWS);
- plants or animals listed or proposed for listing by the State of California as threatened or endangered under the California ESA (14 California Code of Regulations [CCR] 670.5);
- plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.);
- plants that meet the definitions of rare and endangered under CEQA (State CEQA Guidelines, Section 15380);
- plants considered by the California Native Plant Society (CNPS) to be "rare, threatened or endangered in California" (Lists 1A, 1B, and 2 in CNPS 2001);
- plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in CNPS 2001), which may be included as special-status species on the basis of local significance or recent biological information;
- animal species of special concern to California Department of Fish and Game (CDFG); and
- animals fully protected in California (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Wetlands and Waters of the United States

The U.S. Army Corps of Engineers (Corps) has primary federal responsibility for administering regulations that concern "waters of the United States," including wetlands, within the project area. The Corps requires that a permit be obtained if a project proposes placing structures within, over, or under navigable waters and/or discharging dredged or fill material into waters of the U.S. below the ordinary high-water mark in non-tidal waters. The Environmental Protection Agency (EPA), USFWS, National Marine Fisheries Services (NMFS), and other state and local regulatory agencies may provide comment on Corps permit applications.

The state's authority in regulating activities in waters of the U.S. resides primarily with the CDFG and the SWRCB. CDFG may provide comments on Corps permit actions under the Fish and Wildlife Coordination Act. CDFG is also authorized under the California Fish and Game Code Sections 1600-1607 to develop mitigation measures and enter into Streambed Alteration Agreements (SAA) with applicants who propose projects that would obstruct the flow of, or alter the bed, channel, or bank of a river or stream in which there is a fish or wildlife resource, including intermittent and ephemeral streams. The SWRCB, acting through the Regional RWQCB, must certify that a Corps permit action meets state water quality objectives (Section 401, Clean Water Act). California Fish and Game Code Sections 1600-1607 require the notification of CDFG for any activity that could affect the bank or bed of any stream that has value to fish and wildlife. Upon notification, the CDFG has the responsibility to prepare a SAA, in consultation with the project proponent.

In a jurisdictional sense, there are two definitions of a wetland; one definition adopted by the Corps, and a separate definition adopted by the State of California. Under normal

circumstances, the federal definition of wetlands requires three wetland identification parameters (hydrology, soils and vegetation) to be met; whereas, the state-adopted definition requires the presence of at least one of these parameters. For this reason, identification of wetlands by the CDFG consists of the union of all areas that are periodically inundated or saturated, or in which at least seasonal dominance by hydrophytes may be documented, or in which hydric soils are present. The CDFG does not normally have direct jurisdiction over wetlands unless they are subject to jurisdiction under an SAA or they support state-listed endangered species; however, the CDFG has trust responsibility for wildlife and habitats pursuant to California law.

City and Heritage Trees

The City of Sacramento's tree ordinance (City Code Chapter 12.64) defines a City tree as any tree growing in a public street right-of-way. Any impacts to City trees require a permit from the Parks and Recreation Director. Heritage trees are defined as trees meeting any of the following conditions:

- any species with a trunk circumference of one hundred inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species;
- any oak (*Quercus* species), California buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*) having a circumference of 36 inches or greater when a single trunk, or a cumulative circumference of 36 inches or greater when a multi-trunk;
- any tree 36 inches or greater in circumference or greater in a riparian zone; and
- any tree, grove of trees, or woodland trees designated by resolution of the City Council to be of special historical or environmental value, or of significant community benefit.

The riparian zone is measured from the centerline of the watercourse to 30 feet beyond the high water mark.

The City of Sacramento tree ordinance also states that none of the following activities shall be performed unless a permit is first applied for by the property owner or person authorized by the property owner, and granted by the Director of the Parks and Recreation Department, subject to appeal provisions:

- (1) The removal of any heritage tree;
- (2) Pruning of any heritage tree segment greater than twelve inches in circumference or the placement of any chemical or other deleterious substance by spray or otherwise on any heritage tree; or
- (3) Disturbing the soil or placing any chemical or other deleterious substance or material on the soil within the drip line area of any heritage tree.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violation of the Heritage Tree Ordinance (City Code 12.64.040).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A AND B, D TO F

Approximately 12,000 square feet of non-native ruderal grassland will be permanently impacted by expansion of the eastbound off-ramp, sidewalk and median construction and widening of West El Camino Avenue. This impact is considered less than significant because this habitat is highly disturbed by the adjacent roadway and supports a low density and diversity of wildlife.

No special status plant species will be impacted by the proposed project, and no additional surveys for special status plants on the project site are required. No native plant communities will be affected by the project. Five trees along the eastbound off-ramp and one tree along the westbound on-ramp will be removed. The trees along the eastbound off-ramp consist of four oaks and one walnut tree with diameters at breast height (dbh) ranging from 8 to 12 inches. The oak tree that will be removed along the westbound on-ramp is 14 inches dbh.

The project area provides only marginal foraging habitat for raptors because it is highly fragmented and disturbed. However, the state-threatened Swainson's hawk (*Buteo swainsoni*) could occasionally forage in the area, and could nest in trees near the project area. The full-protected white-tailed kite (*Elanus leucocephalus*) was observed just outside the project area during the January 12, 2009 field survey and could also nest near the project area. White-throated swifts were consistently observed flying over the overpass and I-80 during the field survey, and they could possibly nest under the overpass. Noise and disturbance associated with construction could potentially disturb nesting activities of nesting raptors or other migratory birds. CDFG codes protect migratory birds from harassment or harm and also protect their eggs and nestlings. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "taking" by CDFG. The federal Migratory Bird Treaty Act (16 U.S.C. Section 703, Supp. I 1989) prohibits the killing, possessing or trading in migratory birds. This potential impact can be avoided with implementation of mitigation measures described below.

The elderberry thicket just beyond the south side of the project boundary could potentially provide habitat for the federally-listed valley elderberry longhorn beetle, although no exit holes were observed. The elderberry thicket is outside of the project area and impact area, but could potentially be at risk of inadvertent damage during construction (see Figure 3). To avoid this potential impact, the elderberry shrub shall be protected during construction, as described below.

QUESTION C

The proposed project does not contain any wetlands, or any soils or vegetation that indicated the presence of wetlands or water of the United States on the site; therefore, impacts to these resources would be less than significant.

MITIGATION MEASURES

1. Conduct Pre-construction Surveys for Nesting Migratory Birds
 - a. If construction or tree removal will occur February 1 through June 30, pre-construction surveys should be conducted each year in all potential nest sites for nesting birds. Surveys shall be conducted by a qualified wildlife biologist.
 - b. Surveys shall be conducted no less than 30 days or more than 6 months prior to the initiation of construction activities.
 - c. The surveyor shall inspect all trees in the impact footprint and within a ½-mile radius for raptor and other nests.
 - d. If the surveyor deems that an active bird nest is close enough to the construction area to be disturbed, he or she shall (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest.
 - e. Nest trees shall be removed outside of the nesting season (February 1 - through June 30), or after a qualified wildlife biologist verifies that the nest is empty and the nest tree is no longer used by the adult and young birds.

2. Measure to Reduce Impacts to Swainson's Hawk

Measures to Reduce Nest Disturbance

- a. Prior to the commencement of development activities at any development site within the Natomas Basin Habitat Conservation Plan (NBHCP) area, a pre-construction survey shall be completed by the respective developer to determine whether any Swainson's hawk nest trees will be removed on-site, or active Swainson's hawk nest sites occur on or within ½ mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved by the Service and CDFG, using experienced Swainson's hawk surveyors.

- b. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g., heavy equipment operation associated with construction) will occur within ½ mile of an active nest between March 15 and September 15, or until a qualified biologist, with concurrence by CDFG, has determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within 1/4 mile of existing urban development, the no new disturbance zone can be limited to the 1/4 mile versus ½ mile. Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within ½ mile of an active nest are not restricted.

- c. Where disturbance of a Swainson's hawk nest cannot be avoided, such disturbance shall be temporarily avoided (i.e., defer construction activities until after the nesting season) and then, if unavoidable, the nest tree may be destroyed during the non-nesting season. For purposes of this provision the Swainson's hawk nesting season is defined as March 15 to September 15. If a nest tree (any tree that has an active nest in the year the impact is to occur) must be removed, tree removal shall only occur between September 15 and February 1.
- d. If a Swainson's hawk nest tree is to be removed and fledglings are present, the tree may not be removed until September 15 or until the California Department of Fish and Game has determined that the young have fledged and are no longer dependent upon the nest tree.
- e. If construction or other project related activities which may cause nest abandonment or forced fledgling are proposed within the 1/4 mile buffer zone, intensive monitoring (funded by the project sponsor) by a Department of Fish and Game approved raptor biologist will be required. Exact implementation of this measure will be based on specific information at the project site.

Measures to Prevent the Loss of Nest Trees

- a. Valley oaks, tree groves, riparian habitat and other large trees will be preserved wherever possible. The City and Sutter County shall preserve and restore stands of riparian trees used by Swainson's hawks and other animals, particularly near Fisherman's Lake and elsewhere in the Plan Area where large oak groves, tree groves and riparian habitat have been identified in the Plan Area.
- b. The raptor nesting season shall be avoided when scheduling construction near nests in accordance with applicable guidelines published by the Wildlife Agencies or through consultation with the Wildlife Agencies.
- c. Annually, prior to the Swainson's hawk nesting season (March 15 to September 15) and until buildout of their Authorized Development has occurred, the City of Sacramento and Sutter County will notify each landowner of any property within the permit area(s) on which a Swainson's hawk nest tree is present, and will identify the nest tree, and alert the owner to the specific mitigation measures prohibiting the owner from removing the nest tree.

Measures to Mitigate the Loss of Swainson's Hawk Nest Trees

- a. The NBHCP will require 15 trees (five gallon container size) to be planted within the habitat reserves for every Swainson's hawk nesting tree anticipated to be impacted by Authorized Development. It will be the responsibility of each Land Use Agency approving development that will impact Swainson's hawk nest trees to provide funding from the applicable developer for purchase, planting, maintenance and monitoring of trees at the time of approval of each Authorized Development project. TNBC shall determine the appropriate cost for planting, maintenance and monitoring of trees.

- b. The Land Use Agency Permittee approving a project that impacts an existing Swainson's hawk nest tree shall provide funding sufficient for monitoring survival success of trees for a period of five (5) years. For every tree lost during this time period, a replacement tree must be planted immediately upon the detection of failure. Trees planted to replace trees lost shall be monitored for an additional five-year period to ensure survival until the end of the monitoring period. A 100% success rate shall be achieved. All necessary planting requirements and maintenance (i.e., fertilizing, irrigation) to ensure success shall be provided. Trees must be irrigated for a minimum of the first 5 years after planting, and then gradually weaned off the irrigation in an approximate two-year period. If larger stock is planted, the number of years of irrigation must be increased accordingly. In addition, 10 years after planting, a survey of the trees shall be completed to assure 100% establishment success. Remediation of any dead trees shall include completion of the survival and establishment process described.
- c. Of the replacement trees planted, a variety of native tree species will be planted to provide trees with differing growth rates, maturation, and life span. This will ensure that nesting habitat will be available quickly (5-10 years in the case of cottonwoods and willows), and in the long term (i.e., valley oaks, black walnut and sycamores), and minimize the temporal losses from impacts to trees within areas scheduled for development within the 50-year permit life. Trees shall be sited on reserves in proximity to hawk foraging areas. Trees planted shall be planted in clumps of 3 trees each. Planting stock shall be a minimum of 5-gallon container stock for oak and walnut species.
- d. In order to reduce temporal impacts resulting from the loss of mature nest trees, mitigation planting shall occur within 14 months of approval of the NBHCP and ITP's. It is estimated at this time that 4 nesting trees within the City of Sacramento are most likely to be impacted by Authorized Development in the near term. Therefore, in order to reduce temporal impacts, the City of Sacramento will advance funding for 60 sapling trees of diverse, suitable species (different growing rates) to TNBC within the above referenced 14 months. It is anticipated that the City will recover costs of replacement nest trees as an additional cost to be paid by private developers at the time of approval of their development projects that impact mature nest trees.
- e. For each additional nesting tree removed by Land Use Agencies' Covered Activities, the Land Use Agency shall fund and provide for the planting of 15 native sapling trees of suitable species with differing growth rates at suitable locations on TNBC preserves. Funding for such plantings shall be provided by the applicable Permittee within 30 days of approving a Covered Activity that will impact a Swainson's hawk nesting tree.

3. Establish Elderberry Shrubs and Willow Thicket as Environmentally Sensitive Areas

Prior to construction or vegetation removal, the elderberry shrub and willow thicket (shown in Figure 3) shall be designated as Environmentally Sensitive Areas (ESAs) on plans and specifications. If work is proposed within 50 feet of these features, work shall not begin until the ESAs are delineated on the ground with orange safety netting. The ESA fences shall remain in place for the entire duration of construction. No earth-moving activities, vehicles, heavy equipment, or other construction shall be permitted within the ESAs, unless as part of a mitigation plan approved by the appropriate permitting agencies. The boundaries of the ESAs

shall be clearly shown on all final plans and specifications.

FINDINGS

With incorporation of the mitigation measures listed above, the impacts of the proposed project on biological resources would be less than significant.

CULTURAL RESOURCES

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
CULTURAL RESOURCES			
<i>Would the proposal:</i>			
A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓
D) Disturb any human remains, including those interred outside of formal cemeteries?			✓

ENVIRONMENTAL SETTING

An *Historic Resource Compliance Report/Archaeology Survey Report* (HRCR/ASR) was prepared for this project (PAR Environmental Services, Inc. [PAR] 2009). Preparation of the documents included conducting site visits, completing record searches at the California Historic Resources Information System (CHRIS) North Central Information Center (NCIC) and contacting state and local agencies, as well as nearby Native American tribes and historic societies.

The area studied for cultural resources is the Project Area Limits (PAL). The PAL encompasses the entire project Area of Direct Impact (ADI). The PAL extends south along I-80 for approximately 1,300 feet and north along the interstate for approximately 1,100 feet. The eastern boarder of the PAL is the West El Camino Avenue/Orchard Lane and the West El Camino Avenue/El Centro Road intersection to the west.

The NCIC record search identified one historic site within the PAL. This site, P-34-883, is El Centro Road, which is a north-south oriented, two-lane paved roadway situated between I-80 to the south and Bayou Road to the north. The road was constructed before 1921 and is included in the National Reclamation District (RD) 1000, which was determined eligible for inclusion in the National Register of Historic Places under Criteria A and C (Dames & Moore 1996). The portion of El Centro Road within the project location remains in its historic location and maintains the original spatial organization of the Reclamation area. This area of El Centro Road has been subjected to extensive development since the original evaluation in the mid-1990s. As a result, integrity of setting, feeling and association of this segment has been severely compromised and the road no longer contributes to the overall RD 1000 Historic Landscape. The proposed project would conform to El Centro Road. These changes would not affect the property. The West El Camino Overcrossing (25-0238), built in 1968, was classified as a Category 5 Bridge in the 2006

Statewide Historic Bridge Inventory (Caltrans 2006).

No archaeological or historic resources were discovered within the PAL. Due to the deposition of alluvial sediments over the last 10,000 years, archaeological resources may have been buried. However, all work for the proposed project will be conducted in previously disturbed fill and will not encounter native soils; therefore, it is unlikely that buried resources would be discovered.

STANDARDS OF SIGNIFICANCE

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH E

There are no archaeological or historic resources discovered within the PAL. All work for the proposed project will be conducted in previously disturbed fill and will not encounter native soils; therefore, it is unlikely that buried resources would be discovered.

However, grading activities or excavation during construction could disturb unknown archaeological or paleontological resources beneath the surface. The following avoidance and minimization measures will ensure that impacts to cultural resources are less than significant.

AVOIDANCE AND MINIMIZATION MEASURES

In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian, mortars and/or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 meters of the find shall be halted, and the City shall consult with a qualified archeologist or paleontologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Register of Professional Archeologists (RPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

FINDINGS

The project is determined to have a less-than-significant impact on cultural resources.

ENERGY

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
ENERGY Would the proposal result in impacts to:			
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

ENVIRONMENTAL SETTING

Gas. Gas service is supplied to the City of Sacramento and the project site by Pacific Gas and Electric Company (PG&E). PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

Electricity. Electricity is supplied to the City of Sacramento and the project site by the Sacramento Municipal Utility District (SMUD). SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

Underground Service Alert (USA). The City of Sacramento is a member of the USA one-call program. Under this program, the Contractor is required to notify the USA 48 hours in advance of performing excavation work. The developer has the responsibility for timely removal, relocation or protection of any existing utility services located on the site of any construction project.

STANDARDS OF SIGNIFICANCE

Gas Service. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

Electric and natural gas power supplies are deemed sufficient to serve the project site. No additional power sources would be required. Operation of the project once completed would not represent a significant impact on power supplies, as it is consistent with planned uses in the adopted City General Plan. Therefore, the project's impact to energy sources is expected to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to energy resources.

GEOLOGY AND SOILS

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
GEOLOGY AND SOILS Would the project:			
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii.) Strong seismic ground shaking? iii.) Seismic-related ground failure, including liquefaction? iv.) Landslides? 			✓
B) Result in substantial soil erosion or the loss of topsoil?			✓
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓
E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓

ENVIRONMENTAL SETTING

An Initial Site Assessment (ISA) was prepared for this project and summarizes the geologic history of the project area (PAR 2007).

The formation of the Sacramento Valley was caused by erosion of the Sierra Nevada Mountain Range over 100 million years ago into an ancient sea that occupied the valley floor. When the sea receded about 10 to 15 million years ago, glaciations, plate uplift and volcanism added

layers to the valley floor. Presently, geologic alteration occurs through stream erosion of valley sediments and deposition in adjacent floodplains (County of Sacramento 1997).

The interchange area is composed of unconsolidated organic soil, deposited by flood events when the rivers topped the natural levees. These Holocene flood deposits are characteristic of the western boundary of Sacramento County (County of Sacramento 1997).

The project is classified as MRZ-1 (areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources) by the City of Sacramento Master Environmental Impact Report (MEIR) for the 2030 General Plan.

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A TO E

The proposed project would not result in the exposure of people to geologic or seismic hazards. All structures built shall be constructed to current Uniform Building Code standards of the Caltrans Highway Design Manual (July 2008), which would minimize the potential for damage due to ground shaking.

The project would not involve significant changes in topography. Erosion may occur as a result of grading, since soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control shall be conducted in compliance with the requirements of the Sacramento City Ordinance to prevent erosion of soils during construction (Sacramento City Code, Section 15.88.250). This Ordinance requires the project applicant to show erosion and sediment control methods on the improvement plans. These plans also show the methods to control urban runoff pollution from the project site during construction. In addition, the majority of the proposed project site will be built, landscaped, turfed and paved upon completion of the project, which will help prevent erosion.

The construction of the proposed project is not anticipated to result in groundwater pumping or dewatering. Dewatering activities could result in a short-term change in the quantity of groundwater and/or direction of rate of flow and groundwater quality. Any dewatering activities must comply with application requirements established by the Central Valley Regional Water Quality Control Board to ensure that such activities would not result in substantial changes in groundwater. Therefore, any impacts would be less than significant.

There are no recognized unique geologic features or physical features that would be impacted by the construction of the proposed project.

AVOIDANCE AND MINIMIZATION MEASURES

1. The Contractor shall be responsible for controlling erosion and sedimentation within the limits of the project at all times during the course of construction, including evenings, weekends, holidays and normal working days. The Contractor shall prepare and submit

an Erosion and Sediment Control Plan (ESC Plan) to the City Engineer for review and approval (Sacramento City Code, Section 15.88.250). The ESC Plan shall include:

- a. an effective revegetation program to stabilize all disrupted areas that will not be otherwise protected;
 - b. prevention of increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion;
 - c. recommendations of any Civil Engineer, Geotechnical Engineer or Engineering Geologist involved in the preparation of the grading plans;
 - d. the inspection and repair of all erosion and sediment control facilities at the close of each active working day during the rainy season; and
 - e. specific sediment clean-out and vegetation maintenance criteria.
2. The Contractor shall prepare a Post Construction Erosion and Sediment Control Plan (PC Plan) (Sacramento City Code, Section 15.88.260), which will include the requirements of the ESC Plan, plus the following:
- a. the maximum runoff rate from the site;
 - b. descriptions and specifications for all surface runoff, erosion, and sediment control devices to be used for the project site;
 - c. a description of the changes made from the ESC Plan to the PC Plan;
 - i. a map showing the final Best Management Practices (BMPs) used to control erosion, sediment, and surface runoff of non storm water;
 - ii. locations of final BMPs with reference to the final improvements and structures installed; and
 - iii. how the BMPs will control surface runoff, erosion, and sediment.
 - d. a description of the final vegetative measures to be used for the project site; and
 - e. an estimate of the costs of implementing the PC Plan erosion and sediment control measures.

The Contractor shall not perform any clearing and grubbing, excavation or earthwork of any type on the project, other than that specifically authorized in writing by the City Engineer, until a written acceptance of the erosion and sediment control plan has been received from the City Engineer. If, in the opinion of the Engineer, the plan does not sufficiently address the objectives outline in this section, the Contractor shall revise the plan accordingly to the satisfaction of the City Engineer.

FINDINGS

The proposed project would result in less-than-significant impacts to geology, soils and seismicity.

HAZARDS

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
HAZARDS			
Would the project:			
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓
B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓

ENVIRONMENTAL SETTING

An *Initial Site Assessment* (ISA) was conducted for this project by PAR Environmental Services, Inc. (PAR 2007). The ISA included a review of the historic maps, aerial photographs, contacts with state, federal and local agencies and a site visit. The major land uses along the I-80/West El Camino interchange are light commercial and industrial.

Taber Consultants (2008) completed an *Aerially Deposited Lead* (ADL) Study for the project. The purpose of the study was to evaluate if ADL had impacted the surface soil within unpaved areas of the project where soil excavation is proposed. The study found that based on laboratory-area analysis of the ADL samples collected along the eastbound off-ramp, no disposal restrictions were warranted. Excavated non-hazardous soil should be handled according to normal Caltrans provisions for health and safety and surplus material handling.

Contamination Sites:

2651 El Centro Road: The site consists of a private residence that is located west of the interchange area along El Centro Road. The site was identified on the Sacramento County Master List, which records any sites within the county that contain or store hazardous materials, contain Underground Storage Tanks (USTs) or are waste generators. The site was not on file at any of the state, federal or local agencies. A review of the Sacramento County Master List on February 27, 2006 showed that the site was no longer listed.

2828 El Centro Road: The 49er Truck Stop is located on the northeast corner of El Centro Road and West El Camino Avenue. The site houses five USTs, three 20,000-gallon tanks for diesel fuel, one 12,500-gallon tank for 87-octane unleaded gasoline and one 10,000-gallon tank for 91-octane unleaded gasoline. All USTs were replaced in December 1998 and are double walled and made of fiberglass.

In December 1997, 4.6 cubic meters (m^3) (five cubic yards [yd^3]) of gravel, contaminated by surface water runoff, were excavated and left on-site. At this same time, a leak was identified in one of the USTs. As a result of the leak, 55,000 gallons of groundwater were pumped and 3,600 gallons of contaminated soil were excavated. All contaminated material was taken to an off-site disposal location. All USTs and associated piping were replaced by December 1998. Groundwater monitoring wells were installed on the property to monitor the extent of the groundwater contamination. In January 2005, the first quarterly monitoring report was prepared. Samples were taken to test for Total Petroleum Hydrocarbons (TPH), gasoline (TPHg) and diesel (TPHd), Methyl Tert-Butyl Ether (MTBE) and Benzene, Toluene, Ethylbenzene, Xylene (BTEX). Remediation is on-going at the site.

2738 El Centro Road: The Chevron site is located on the southeast corner of West El Camino Avenue and El Centro Road. The site contains four double-walled fiberglass USTs; one contains diesel gasoline, one 15,000-gallon tank contains 87-octane unleaded gasoline, one 12,000-gallon UST contains 89-octane unleaded gasoline and one 6,000-gallon tank contains 91-octane unleaded gasoline. The site also has a 500-gallon propane Aboveground Storage Tank (AST) and 100 gallons of Touch-free presoak for the carwash. In December of 1998 an incident report was filed when the rubber part of the pump nozzle broke and three gallons of petroleum hydrocarbons flowed onto the asphalt and into a storm drain. The area was cleaned and hazardous materials were disposed.

Field Investigation Findings: During the field visits, six potentially hazardous material sites were identified. These sites did not belong to a specific address. The sites were composed of illegal dumping area. Three of these sites consisted of assorted debris in the I-80 right-of-way, including tires and a mattress. There were three instances of dumping outside of the right-of-way, but still within the interchange vicinity. Sites that were located outside of the right-of-way consisted of the sites along West El Camino Avenue near Orchard Lane, along Tomato Patch Lane and at the southern end of El Centro Road.

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave", regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992;
- Clean Water Act;
- Clean Air Act;
- Safe Drinking Water Act;
- Occupational Safety and Health Act (OSHA);
- Atomic Energy Act;
- Toxic Substances Control Act (TSCA); and
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA).

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal RCRA of 1976 and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

STANDARDS OF SIGNIFICANCE

For the purposes of this document, an impact is considered significant if the proposed project would:

- * expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;

- * expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- * expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A TO D

The proposed project would widen the south side of the eastbound off-ramp. This work would occur in the upper two to six feet of soil. ADL samples collected along the eastbound off-ramp found that no disposal restrictions were warranted.

The proposed project site contains no visible signs of surface contamination, and no groundwater or other contamination is anticipated. In addition, compliance with the regulatory requirements indicated above would ensure that any impacts to public health during and after construction would be reduced to less than significant.

QUESTIONS E AND F

The project area is not located within or adjacent to land designated as airport land. The project will not have impacts to airports or airstrips.

QUESTION G

The countywide *Area Plan for Emergency Response for Hazardous Material Incidents in Sacramento County* (September 2007) applies to the project site. In addition, the County Sheriff coordinates emergency response through the Emergency Operations Unit. The proposed project would be required to comply with these plans; therefore, this impact is considered less than significant.

QUESTION H

The project site is located in a developed area of Sacramento. Municipal water pipelines and fire hydrants are located within the project vicinity. Therefore, development on the project would not be subject to wildland fires and less-than-significant impacts would occur.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in less-than-significant impacts regarding hazards.

HYDROLOGY AND WATER QUALITY

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
HYDROLOGY AND WATER QUALITY Would the project:			
A) Violate any water quality standards or waste discharge requirements?			✓
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)?			✓
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓
D) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓
E) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓
F) Otherwise substantially degrade water quality?			✓
G) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓
H) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
I) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓

ENVIRONMENTAL SETTING

Surface Water/Groundwater. The Sacramento, American and Cosumnes rivers are the main surface water tributaries that drain much of Sacramento. In the project area, the main source of surface water comes from the Sacramento River, located less than one mile on both the west and south sides of the interchange. Other sources of surface water include the Natomas Main Drainage Canal, located approximately 0.6 miles to the east of the study area. Additionally, the agricultural land surrounding the area contains an assortment of irrigation ditches and storm drains.

The interchange is located in the South American sub-basin (Basin Number 5-22.65). The basin covers 248,000 acres and is bounded by the Sierra Nevada Mountain Range on the east, the Sacramento River on the west and south and the American River on the southeast. The aquifer is recharged by the surrounding rivers and annual precipitation that ranges from 14 to 20 inches (California Department of Water Resources 2004). Groundwater levels fluctuate throughout the year, but are generally between three and six feet below ground surface (bgs) and oriented east-southeast.

Water Quality. The City's municipal water is received from the American and Sacramento rivers, augmented by groundwater wells. Groundwater supplements municipal water supplies in areas north of the American River. The City is supplied exclusively with surface water in areas south of the American River.

The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The City of Sacramento has obtained a municipal stormwater National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act (CWA). The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the City to employ "best management practices" (BMPs) before, during and after construction.

The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA). Components of BMPs include:

- maintenance of structures and roads;
- flood control management;
- comprehensive development plans;
- grading, erosion, and sediment control ordinances;
- inspection and enforcement procedures;
- educational programs for toxic material management;
- reduction of pesticide use; and
- site-specific structural and nonstructural control measures.

Flooding. The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The project site is currently within the Natomas Basin. As specified by FEMA as of December 8, 2008, This area has been classified as Zone AE, areas with a one percent annual chance of flooding. Base Flood Elevations derived from detailed hydraulic analyses are calculated at selected intervals within this zone. Mandatory flood insurance purchase requirements apply.

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. For purposes of this environmental document, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Work within roadside ditches could result in a temporary and indirect impact to water quality, as could surfacing of the existing roads and disturbance of soils on slopes above ditches. Increased sedimentation could adversely affect fish and other aquatic resources; however mechanisms are in place to prevent this, such as City Code 15.88.250, NPDES requirements including preparation of SWPPPs that prevent the adverse impacts discussed. In addition to construction-related impacts, water quality could be adversely affected after the project is completed if untreated roadway runoff flows directly from ditches to other surface water. The

implementation of BMPs would avoid or minimize these potential impacts.

QUESTIONS B TO F

The proposed project is not expected to involve substantial excavation or trenching that would impact groundwater. If any dewatering activities should be anticipated, the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater flow or quality. Therefore, the proposed project would have a less-than-significant impact on groundwater.

Construction-related activities have the potential to impact water quality. Construction activities would include grading, trenching, paving and landscaping. These activities have the potential to increase sediment loads in runoff that would enter the combined sewer system. The degree of construction-related impacts to water quality are partially determined by the duration of the various construction activities and rainfall distribution. Due to low summer rainfall, summer construction activities would decrease the sediment and other pollutant levels that may impact water quality. Fuel, oil, grease, solvents and other chemicals used in construction activities have the potential to create toxicity problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap and sanitary wastes.

The project plans, specifications and estimates (PS&E) will be required as a condition of approval to comply with the City's Grading, Erosion, and Sediment Control Ordinance (Code 15.88.250). Therefore, compliance with City and State regulations would reduce impacts to surface water and drainage to a less-than-significant level.

If more than one acre of soil would be disturbed by construction, the applicant would need to coordinate with RWQCB and comply with all terms and conditions of the City's NPDES permit.

To protect water quality and aquatic life in downstream drainages, the contractor shall implement standard BMPs during and after construction. These measures include, but are not limited to:

1. Construction near drainages shall only occur during the dry season;
2. At no time shall heavy equipment operate in flowing water or saturated soils;
3. Prior to the start of work, including any road grading, install silt-fencing, straw bales, sediment catch basins, straw or coir logs or rolls or other sediment barriers to keep erodible soils and other pollutants from entering drainages. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal.
4. Disruption of soils and vegetation near drainages shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, utilize only certified weed-free straw to minimize the risk of introduction of noxious weeds, such as yellow star thistle.

5. The contractor shall exercise every reasonable precaution to protect drainages from pollution with fuels, oils, bitumen, calcium chloride and other harmful materials. Construction byproducts and pollutants such as oil, cement and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to drainages. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.

QUESTION G TO I

The project site is located within Flood Zone AE and since the project does not involve the development of housing or structure, the implementation of the project shall not expose people and/or property to the risk of injury and damage in the event of a 100-year or greater flood. Therefore, the proposed project will have a less-than-significant impact for exposure of people to water hazards, such as flooding.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project will have a less-than-significant impact on water resources.

NOISE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
NOISE			
Would the project result in:			
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✓

ACOUSTICAL TERMINOLOGY

Noise may be defined as unwanted sound.

Sound is defined as a pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second) they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, or Hertz (Hz).

Sound levels are usually measured on a logarithm scale and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140. Typical examples of decibel levels would be a low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. The human ear cannot detect changes of less than 3dB.

The perceived loudness of sound depends on many factors, including the sound pressure level, frequency and the sensitivity of the receiver.

The decibel scale can be adjusted for community noise impact assessment to consider the additional sensitivity to different pitches (through the A-weighting mechanism) and to consider the sensitivity during evening and nighttime hours (through the Community Noise Equivalent Level and Day-Night Average). Community noise commonly is described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment, and is measured by the L_{eq} which is an average, or equivalent, noise level.

The day-night average sound level (L_{dn}) represents sound exposure averaged over a 24-hour period. L_{dn} values are calculated using hourly L_{eq} values, with the L_{eq} values for the nighttime period (10:00 P.M.-7:00 A.M.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises. Sounds that occur in the late night and early morning hours are perceived as being louder than the same sound heard during daytime hours.

ENVIRONMENTAL SETTING

A *Screening Analysis and Environmental Assessment* to analyze the existing acoustical environments and any potential effects from the proposed project was prepared by j. c. brennan & Associates, Inc. (2008)

The project site is in an urbanized area, which is subject to noise from the traffic corridor aircraft flyover. Surface traffic noise is the dominant noise in this part of the City. The project area includes 20 single-family residential units that would be considered sensitive receptors along the south side of Barandas Drive. These houses are located approximately 250 to 600 feet south of the I-80 eastbound off-ramp.

The project area also includes two sensitive hotel uses at the southwest quadrant of the interchange; however, the proposed project does not pose any major changes to the roadway alignment, grade, shielding, or speeds adjacent to the hotels. Therefore, the hotel uses are not considered to be critical design receivers for this project. The primary sensitive receptors are shielded by existing sound walls. The project would not remove these sound walls, or any other major topographical features of the site.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;

- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A TO D

The proposed project is predicted to result in traffic noise level increases of 0.1 dBA, or less. Existing measured traffic noise levels were 59.0 dB Ldn and 65.5 dB Ldn at sensitive receptors adjacent to the project site. Based upon a predicted traffic noise level increase of 0.1 dB, or less, no traffic noise impacts are predicted relative to the City of Sacramento exterior noise level standards.

During the construction phases of the project, noise from construction activities would affect the noise environment in the immediate area. Activities involved in construction would generate noise levels ranging from 76 to 88 dB at a distance of 50 feet. Construction activities would be temporary in nature, typically occurring during normal working hours. Construction noise impacts could be significant, as nighttime operations or use of unusually noisy equipment could result in annoyance or sleep disruption for nearby residences outside of the project area; however, no nighttime construction activities are anticipated.

Traffic noise generated by approaching traffic would be reduced due to a reduction in speed required by working road crews during construction activities. Conversely, traffic noise levels of vehicles leaving the construction area would be slightly higher than normal due to acceleration. The net effect of the accelerating and decelerating traffic upon noise would not be appreciable. The most important project-generated noise source would be truck traffic (associated with transport of heavy materials and equipment) and construction equipment (bulldozers, scrapers, etc.). This noise increase would be of short duration and limited primarily to daytime hours. Therefore, no significant noise impacts are expected.

QUESTION E AND F

The project area is not located within or adjacent to land designated as airport land. The project will not have impacts to airports or airstrips.

MITIGATION MEASURES

Based upon the criteria contained within the City of Sacramento General Plan Noise Element, no significant noise impact has been identified. Therefore, no mitigation would be required.

FINDINGS

The proposed project would result in less-than-significant impacts to the community noise environment.

PUBLIC SERVICES

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			✓
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Parks?			✓
E) Other public facilities?			✓

Environmental Setting

Fire Protection. The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. Contracted areas within SFD's jurisdiction include the Fruitridge, Natomas and Pacific Fire Protection Districts. The project area is served by SFD Battalion #1 that is comprised of seven stations. The nearest station is located approximately 2.6 miles east of the project at 1591 Newborough Drive (Sacramento Fire Department 2009).

Police Protection. The City Police Department provides police protection. The project site is within the service area of District 1 of the William J. Kinney Police Station at Marysville Boulevard and South Avenue (Sacramento Police Department 2009).

Schools. The project site is located within Natomas Unified School District. The closest school is Two Rivers Elementary School located off of Orchard Lane on West River Drive, and Leroy F. Greene Middle School on West River Drive. The nearest high school is Discovery High School, located approximately 2.5 miles northeast in Sacramento on Truxel Road (Natomas Unified School District 2009).

STANDARDS OF SIGNIFICANCE

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH E

The proposed project would install two new signals at the westbound and eastbound off-ramps and would improve traffic circulation within the interchange area. These improvements would not result in a substantial increase in the need for new fire or police protection services or facilities, nor would the proposed project result in major growth in the student population that would adversely affect existing schools, or impose the need for any new school facilities.

Traffic congestion and delays can occur during construction and can result in a significant impact; however, these impacts can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments and other emergency service providers.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in less-than-significant impacts to public services.

RECREATION

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
RECREATION			
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓

ENVIRONMENTAL SETTING

The major land uses along the I-80/West El Camino Interchange are light commercial. The area adjacent to the southeast quadrant of the interchange, on the south side of West El Camino Avenue, has been subject to recent residential development.

Both the City and County of Sacramento zoning ordinances have designated the area around the interchange as commercial. The project is located in the South Natomas Community Plan and is consistent with the City and County applicable goals and policies of the Circulation Element of the City and County general plans.

STANDARDS OF SIGNIFICANCE

Impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the General or Community Plan.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A AND B

The project is located in a transportation corridor. The objective of this project is to improve traffic circulation within the interchange area, relieve congestion on the off-ramps, and improve non-motorized movement. The project will not impact or affect parklands in any manner.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less-than-significant impacts to recreational resources.

TRANSPORTATION/CIRCULATION

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
TRANSPORTATION AND CIRCULATION Would the project:			
A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?)			✓
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
E) Result in inadequate emergency access?			✓
F) Result in inadequate parking capacity?			✓
G) Conflict with adopted policies, plans, or programs supporting alternative transpirations (e.g., bus turnouts, bicycle racks)?			✓

ENVIRONMENTAL SETTING

A *Traffic Report* was prepared for the interchange signalization project by Fehr & Peers (2009) to analyze the traffic operations at the I-80/West El Camino Avenue interchange.

The City of Sacramento and Caltrans entered into a Cooperative Agreement in November 1995. This agreement required the City to initiate improvements at the I-80/West El Camino Avenue interchange when ramp intersection operations dropped below Level of Service (LOS)¹ C or exit ramp queuing exceeded 70 percent of the available storage length. The results of monitoring in recent years show that the I-80 eastbound ramp intersection operates at LOS F during the PM peak hour and the westbound ramp intersection operates at LOS F during the AM peak hour, based on their previous side-street stop-control intersection configuration. High traffic demand volumes at these intersections cause long vehicle delays and queues on the off-ramps in excess of those stipulated in the Cooperative Agreement.

All study intersections currently are unsignalized, except the Orchard Lane/West El Camino Avenue intersection, which is signalized. The ramp terminal intersections were recently reconfigured to all-way stop-control.

The following section provides a brief description of the key roadways in the project area.

Interstate 80 (I-80) is a major regional east-west highway in California extending from San Francisco, through Sacramento County and into the Sierra Nevada mountains and the State of Nevada. Within the vicinity of the project, I-80 is a six-lane freeway from US Highway 50 to Interstate 5.

West El Camino Avenue is an east-west arterial roadway that extends from El Centro Road in Sacramento County into the City of Sacramento at the existing I-80 interchange to Norwood Avenue, where it becomes El Camino Avenue. It serves residential, commercial, industrial and office uses near the project site. West El Camino Avenue has two lanes (one in each direction) from El Centro Road along the I-80 overcrossing, to the I-80 eastbound ramp terminal intersection. East of the eastbound ramps, it widens to four lanes (two lanes in each direction) with a center median, sidewalks and Class II on-street bike lanes.

El Centro Road is a north-south two-lane roadway that extends from just south of West El Camino Avenue to north of Del Paso Road, where it becomes Bayou Way. El Centro Road intersects with West El Camino Avenue to form a T-intersection with stop-control on the westbound and northbound approaches. A short section of El Centro Road just north of San Juan Road (within the City of Sacramento) is a four-lane roadway with a center median, Class II on-street bike lanes and sidewalks. The segment of El Centro Road between San Juan Road and West El Camino Avenue does not have curbs, gutters or sidewalks. This roadway primarily serves adjacent residential and agrarian uses. A two-way frontage road is currently provided along El Centro Road adjacent to the 49er Truck Stop, which is located at the northeast corner of the West El Camino Avenue/El Centro Road intersection.

¹

LOS	Description
A	Represent free flow. Individual users are virtually unaffected by the presence of others in the traffic stream
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but marks the beginning of the range of flow in which that operation of individual users becomes significantly affected by interactions with others in the traffic stream
D	Represents high-density, but stable flow.
E	Represents operating conditions at or near the capacity level.
F	Represents forced or breakdown flow.

Source: *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 1985.

Orchard Lane is a north-south two-lane roadway that currently extends from north of West El Camino Avenue to Garden Highway and primarily serves residential uses. It has a two-way center left-turn lane, Class II bike lanes and sidewalks from West El Camino Avenue to River Plaza Drive (the bike lane and sidewalk continue on the west side of Orchard Lane to Garden Highway). Orchard Lane is planned to extend north and east of West El Camino Avenue over the East Main Drainage Canal and ultimately connect to Gateway Oaks Drive when the area north of West El Camino Avenue is developed.

STANDARDS OF SIGNIFICANCE

The standards of significance in this analysis are based upon current practice of the appropriate regulatory agencies. For most areas related to transportation and circulation, the standards defined in the City's 2030 *General Plan* have been used. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

1. The traffic generated by a project degrades peak period *Level of Service* (LOS) from A, B, C or D (without project) to E or F (with project); or
2. The LOS (without project) is E or F, and project generated traffic increases the *Volume-to-Capacity Ratio* (VIC ratio) by 0.02 or more.

Intersections

A significant traffic impact for intersections occurs when:

1. The traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project); or
2. The LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

These standards have been developed consistent with the City's goal to maintain operations on all roadways and intersections at LOS D or better at all times unless maintaining this Level of Service would be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation.

Transit

Impacts to the transit system are considered significant if the proposed project would increase ridership which, when added to the existing or future ridership, would exceed available or planned system capacity.

Bicycle Facilities

Impacts to bikeways are considered significant if the proposed project would:

- Hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway; or
- Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

Freeway Facilities

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would result in unsafe conditions or create a hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle access.

Parking

Impacts to parking are considered significant if the proposed project would result in parking demand that exceeds the available or planned parking supply. The impact would not be significant if the project is consistent with the parking requirements established in the City Code.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, B AND D

The proposed project would not impact the number of vehicles at the I-80/West El Camino Interchange. The project would improve the traffic circulation and safety of the area by providing signals at the eastbound and westbound off-ramp intersections with West El Camino Avenue, relieve congestion on the eastbound off-ramp by widening it to two lanes and improve non-motorized movement through addition of sidewalks and Class II bike lanes.

QUESTION C

The project is not adjacent to any rail line, waterway or airport, and would not result in uses that would generate significant rail, waterborne or air traffic. Therefore, the proposed project would result in a less-than-significant impact to these modes of transportation.

QUESTION E

The proposed project would not have an adverse effect on emergency response, planning, emergency access and risk exposure. The project is not within an area that is exposed to wild lands and wild land fires. The proposed project would have a beneficial impact for risk exposure, as the project will improve the safety of the corridor for pedestrian and vehicle traffic.

QUESTION F

The proposed project would not affect or reconfigure parking areas. Impacts to parking would be less than significant.

QUESTION G

No existing or proposed bikeways would be impeded or removed as part of the proposed project. The proposed project would maintain adequate pedestrian access to the site with all public improvements, in compliance with the City's Design Procedures Manual; therefore, impacts to the safety of pedestrians and bicyclists would be less than significant, and the project would not be in conflict with adopted policies supporting alternate modes.

AVOIDANCE AND MINIMIZATION MEASURES

Prior to the start of construction, the contractor shall coordinate with the City of Sacramento Police and Fire departments, California Highway Patrol, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.

FINDINGS

The proposed project would result in less-than significant impacts related to transportation.

UTILITIES AND SERVICE SYSTEMS

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS			
Would the project:			
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			✓
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs?			✓
G) Comply with federal, state, and local statues and regulations related to solid waste?			✓

ENVIRONMENTAL SETTING

Currently, the majority of utilities in the project area are concentrated along El Centro Road and Orchard Lane. Utilities along Orchard Lane include City water and sewer piping, Sacramento Municipal Utility District (SMUD) overhead and underground 12kV service networks, Pacific Gas and Electric (PG&E) gas main and MCI/Verizon underground telecom utilities. Underground utilities along El Centro Road include Sacramento Area Sewer District and Sacramento Regional County Sanitation District sewer pipes, City of Sacramento water pipes, PG&E gas pipes and SMUD 12kV electricity lines. There is also a State-owned electric line extending

through the West El Camino Avenue Overcrossing that provides electricity for highway lighting (pers. com. J. Binning).

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate stormwater that would exceed the capacity of the stormwater system.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A THROUGH G

There are no anticipated utility conflicts with this project. Coordination with SMUD would be needed to provide a power drop for the proposed traffic signals. Coordination would occur at or prior to 60 percent plans, specifications and estimates (PS&E).

The proposed project will include new storm drain facilities through the addition of inlets along new curbs on West El Camino Avenue. Implementation of BMPs during construction would limit the transport of pollutants through storm water.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in less-than-significant impacts to utilities.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
MANDATORY FINDINGS OF SIGNIFICANCE			
A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			✓
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓

Answers to Checklist Questions

Question A

With the incorporation of mitigation measures, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory.

Question B

Under the proposed project, the improvements to the I-80/West El Camino Interchange would improve traffic circulation within the interchange area, relieve congestion on the off-ramps, and improve non-motorized movement through the addition of sidewalks and bike lanes. These improvements would be beneficial to improve traffic circulations both at the interchange and

prevent traffic from backing up onto mainline I-80 providing for vehicular safety. Additionally, sidewalk and bike lane improvements will provide for pedestrian safety in the interchange area. The proposed project would result in a less-than-significant impact with the mitigation measures discussed in this document.

Question C

With implementation of the mitigation measures described in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

FINDINGS:

All additional significant environmental effects of the project can be mitigated to a less-than-significant level.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

All environmental categories that require mitigation measures for this project are checked below.

	Aesthetics, Light and Glare		Hazards
✓	Air Quality		Noise
✓	Biological Resources		Public Services
	Cultural Resources		Recreation
	Energy		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		Mandatory Findings of Significance
	None Identified		

SECTION V - DETERMINATION

On the basis of the initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature



Date

May 1, 2009

Scott Johnson
Printed Name

REFERENCES CITED

Ferh & Peers

2009 Traffic Report for the Interstate 80/West El Camino Avenue Interchange Signalization Project. On file, City of Sacramento Planning Department. January 12, 2009.

j. c. brennan & associates, Inc.

2008 Caltrans Screening Analysis and Environmental Assessment for the I-80/W. El Camino Signalization Project, City of Sacramento, California. On file, City of Sacramento Planning Department. December 17, 2008.

KD Anderson and Associates, Inc.

2008 Air Quality Technical Report for the Interstate 80/West El Camino Avenue Interchange Improvement Project, Sacramento, California. On file, City of Sacramento Planning Department. December 18, 2008

Natomas Unified School District

2009 Natomas Unified School District Website. Accessed at <http://www.natomas.k12.ca.us/natomas/site/default.asp> March 2009

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2007 Initial Site Assessment for the Proposed I-80/West El Camino Avenue Improvement Project, Sacramento County, California. October 11, 2007.

2009 Historic Resource Compliance Report/Archaeological Survey Report for the Interstate 80/West El Camino Signalization Project, City of Sacramento, California. On file, City of Sacramento Planning Department. March 2009.

Sacramento, City of

2008 Draft Mater Environmental Impact Report for the 2030 General Plan. July 9, 2008. Accessed at <http://www.sacgp.org/GeneralPlanEIRDocuments.html> March 2009

2009 Sacramento Fire Department Website. Accessed at <http://www.sacfire.org/> March 2009.

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1997 Elements of the County of Sacramento General Plan, adopted December 15, 1997. Accessed at www.saccounty.net/general-plan/gp-home.html

Sacramento Metropolitan Air Quality Management District (SMAQMD).

2004 Guide to Air Quality Assessment in Sacramento County. Sacramento, CA

Susan Sanders Biological Consulting

2009 Natural Environmental Study of the I-80 West El Camino Avenue Interchange Project, City of Sacramento, California. On file, City of Sacramento Planning Department. January 23, 2009.

Taber Consultants

2009 Aerially Deposited Lead Study: West El Camino Avenue Signalization Project,
Sacramento, California. On file, City of Sacramento Planning Department. January 29, 2009.

United States Census (U.S. Census)

1990 Census 1990 Summary File 1. Accessed at www.factfinder.census.gov. March 2009.

2000 Census 2000 Summary Files 1 and 3. Accessed at www.factfinder.census.gov.
March 2009.

PERSONAL COMMUNICATION

Binning, Jeff. Email conversation on March 20, 2009 to discuss utilities currently within the
project area.

**ATTACHMENT 5
I-80/WEST EL CAMINO SIGNALIZATION PROJECT MITIGATED
NEGATIVE DECLARATION PUBLIC COMMENTS AND RESPONSES**

The public review period for the Draft Initial Study (IS)/Mitigated Negative Declaration (MND) for the I-80/West El Camino Interchange Signalization Project began on May 7, 2009 and ended on June 5, 2009. Printed and electronic copies of the Draft IS/MND were available to the public at the City of Sacramento, Environmental Planning Services Department.

All comments that were received, both by letter or electronic mail (email), during the review period are listed below. Each letter has been assigned a number (e.g., 1, 2, 3) and individual comments within each letter have been assigned a letter (e.g., A, B, C). Responses to comments are provided with reference to the letter number and comment letter.

1.1 Comments Received

Comments received during the review period consist of four letters. The commenters are presented in Table 1-1, listed below. Responses to each comment follow Table 1-1.

Table 1-1. Comments Received

Comment No.	Commenter
1	Matthew G. Darrow Department of Transportation County of Sacramento 906 G Street, Suite 510 Sacramento, CA 95814
2	James R. Miller Sacramento 49er Travel Plaza 2828 El Centro Road Sacramento, CA 95833
3	Molly Wright Sacramento Metropolitan Air Quality Management District 777 12 th Street, 3 rd Floor Sacramento, CA 95814
4	Jordan Lang Sacramento Area Bicycle Advocates 909 12 th Street, Suite 116 Sacramento, CA 94814

Letter from the County of Sacramento

Municipal Services Agency
Department of Transportation
Michael J. Penrose, Director



Terry Schutten, County Executive
Paul J. Hahn, Agency Administrator

County of Sacramento

May 11, 2009

Mr. Scott Johnson, Associate Planner
City of Sacramento
Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

**SUBJECT: NOTICE OF AVAILABILITY/INTENT TO APPROVE - DRAFT
MITIGATED NEGATIVE DECLARATION FOR THE I-80/WEST EL
CAMINO AVENUE INTERCHANGE PROJECT**

Dear Mr. Johnson:

The Sacramento County Department of Transportation has reviewed the Draft Mitigated Negative Declaration for the I-80/West El Camino Avenue Interchange, dated May 4, 2009. We appreciate the opportunity to review this document and have no comments at this time. If you have any questions, please call me at (916) 874-7052.

} A

Sincerely,

Matthew G. Darrow
Senior Transportation Engineer
Department of Transportation

MGD:mgd

cc: Dean Blank, SacDOT
Steve Hong, IFS



"Leading the Way to Greater Mobility"

Design & Planning: 906 G Street, Suite 510, Sacramento, CA 95814 . Phone: 916-874-6291 . Fax: 916-874-7831
Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363
www.sacdot.com

1.1.1 Response to Comment Letter 1: County of Sacramento

This letter identifies that the County of Sacramento has no comments on the project at this time.

1-A: Thank you for your letter. Comment acknowledged.

Letter from Jim Miller, Sacramento 49er Travel Plaza



Sacramento 49er Travel Plaza

2828 EL CENTRO ROAD • SACRAMENTO, CA 95833 • TEL 916/927-4774 • FAX 916-923-1652



June 5, 2009

TO: *SCOTT JOHNSON, ASSOCIATE PLANNER*
City of Sacramento
Development Services Department

FROM: James R. Miller, Owner 916-804-9225 (cell)
Sacramento 49er Travel Plaza
2828 El Centro Road
Sacramento, CA 95833

RE: I-80/West El Camino Interchange Project (S15084800)

COMMENTS:

I am in favor of this project going forward, as designed, with the following additions:

1. The City of Sacramento must coordinate with the County of Sacramento to add the signal at West El Camino and El Centro. This intersection is already very unsafe. With the improvements to the interchange, this intersection will become a much greater hazard.

The "Tomato Patch Project" is responsible for the West El Camino/El Centro signal when the "Tomato Patch Project" is ¾ complete. The last parcel is now being completed. The project has two major hotels, fast food, service station, storage units and, now, a sit-down restaurant is being developed but, yet, no signal at the intersection.
2. Due to the 200' center divide along West El Camino, it will be necessary to modify the truck entrance driveway to the 49er Truck Stop.
3. The City should "sign" the driveways to insure proper traffic flow.

} A
 } B
 } C

*Taking care of our customer
is our only business!*

1.1.2 Response to Comment Letter 2: Jim Miller

This letter addresses three concerns with the design of the project; (1) the addition of a signal at the West El Camino Avenue and El Centro Road intersection, (2) the center divider in front of the 49er driveway on West El Camino Avenue and (3) signing driveways.

2-A: The proposed project would signalize the off-ramps, re-stripe to provide sidewalks and bikeways, and widen off-ramps to accommodate existing traffic volumes. The project would not generate additional traffic. As part of the environmental document, extensive traffic analyses were performed to evaluate the traffic operations throughout the project area. The results of these analyses show that operations at the West El Camino/El Centro intersection are within current design standards and that a signal would only be necessary when the planned future development in the area occurs. While the intersection at West El Camino and El Centro is within the County's jurisdiction, the City, as recommended by the commenter, cooperates with the County of Sacramento to achieve improved traffic conditions at the site. Specific conditions requiring improvements, or reimbursements for such improvements, are within the jurisdiction of the County of Sacramento.

2-B: During final design, the City and the design team will meet with the property owner to determine if any modifications will be necessary as a result of the new median barrier.

2-C: During final design, the project team will evaluate the area and provide the signs necessary to ensure proper traffic flow.

Letter from the Sacramento Metropolitan Air Quality Management District



Larry Greene
AIR POLLUTION CONTROL OFFICER

June 5, 2009

SENT VIA E-MAIL

Mr. Scott Johnson
Associate Planner
City of Sacramento
Development Services Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

**Subject: Notice of Availability / Intent to Approve – Draft Mitigated Negative Declaration for I-80 / West El Camino Interchange Project
SMAQMD # 200901334**

Dear Mr. Johnson:

Thank you for providing the Notice of Availability / Intent to Approve to adopt a Mitigated Negative Declaration (MND) for the I-80 / West El Camino Interchange Project to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to review. SMAQMD comments follow.

1. The MND Air Quality section indicates that the project's air quality impacts are less than significant according to SMAQMD thresholds. Construction-related emissions were analyzed using the Roadway Construction Emissions Model, version 6.3.1. Please provide a copy of this modeling in the MND appendix. Additionally, please provide SMAQMD with an electronic copy of this modeling. SMAQMD standard construction mitigation is provided on the attached sheet entitled *SMAQMD Recommended Mitigation for Reducing Emissions from Heavy-Duty Construction Vehicles*.
2. Question C in the CEQA Air Quality checklist asks if the project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment. The answer provided to this question addresses the project impact on local CO levels. As clarification, Sacramento is in attainment for CO air quality standards. It is not in attainment for Ozone, PM₁₀ or PM_{2.5}.
3. Question D asks if the project would result in exposure of sensitive receptors to substantial pollutant concentrations. Please note that if any part of the proposed roadway is located within 500 feet of a residential area or other sensitive receptor, the project will require evaluation according to the *SMAQMD Recommended Protocol For Evaluating The Location Of Sensitive Land Uses Adjacent To Major Roadways*.

A

B

C

777 12th Street, 3rd Floor ■ Sacramento, CA 95814-1908
916/874-4800 ■ 916/874-4899 fax
www.airquality.org

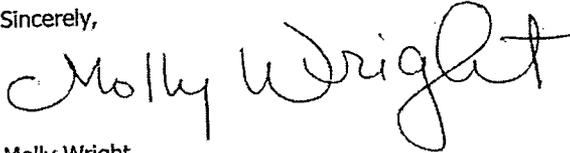
4. Question F asks whether the project will impede the City's efforts to reduce greenhouse gas emissions. We recommend that the MND also address climate change in terms of whether or not proposed construction activities will result in significant greenhouse gas emissions. While there are currently no adopted thresholds of significance for project-related greenhouse gasses, multiple authoritative resource guides exist for addressing greenhouse gas emissions for projects subject to CEQA. The California Air Pollution Control Officers Association (CAPCOA) publication *CAPCOA CEQA & Climate Change* provides guidance on addressing project impacts on climate change through CEQA (www.capcoa.org). Additionally, the Governor's Office of Planning and Research (OPR) has issued a technical advisory on this subject, entitled *CEQA and Climate Change: Addressing Climate Change through CEQA Review* (www.opr.ca.gov).
5. The MND does not address the project's operational air quality impacts for criteria pollutants. We recommend that the MND include emissions calculations and a discussion of significance for operational emissions.

D

E

If you have any questions regarding these comments, please contact Molly Wright at 916-874-4886 or mwright@airquality.org. This project is also subject to any and all SMAQMD rules in effect at the time of construction. The attached sheet entitled *SMAQMD Rules & Regulations Statement* enumerates some of those rules for your convenience. Additional information about those and all other rules that may be applicable can be found at www.airquality.org or by calling Compliance Assistance at (916) 874-4884

Sincerely,



Molly Wright
Air Quality Planner/Analyst

Cc: Larry Robinson, Program Coordinator, SMAQMD

777 12th Street, 3rd Floor ■ Sacramento, CA 95814-1908
916/874-4800 ■ 916/874-4899 fax
www.airquality.org

SMAQMD Recommended Mitigation for Reducing Emissions from Heavy-Duty Construction Vehicles

Apply only to projects with construction emissions above the CEQA Threshold of Significance.

Revised December 1, 2008

Category 1: Reducing NOx emissions from off-road diesel powered equipment

The project shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) self-propelled off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction¹ compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:

Category 2: Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

and/or:

If at the time of construction, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with SMAQMD prior to construction will be necessary to make this determination.

¹Acceptable options for reducing emissions may include use of newer model year engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

SMAQMD Rules & Regulations Statement (revised 1/07)

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 and regulations 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 District 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 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 or any other construction activity to prevent airborne dust from leaving the project site.

Rule 417: Wood Burning Appliances. Effective October 26, 2007, 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 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.

1.1.3 Response to Comment Letter 3: Sacramento Metropolitan Air Quality Management District

The preceding letter from the Sacramento Metropolitan Air Quality Management District (SMAQMD) presents comments on the air quality section of the environmental document. Comments include references to mitigation, non-attainment criteria pollutants, sensitive receptors, greenhouse gas (GHG) emissions and operational impacts.

3-A: The Roadway Construction Emission Model data is attached in an appendix to the Air Quality Technical Report (bound separately). All technical studies prepared for the environmental document are on file at the City of Sacramento Community Development Department and are available for public review.

3-B: Cumulative increases in criteria pollutants are discussed in the City of Sacramento 2030 General Plan Master Environmental Impact Report (MEIR) in Section 6.1-7 to 9. The project is consistent with the finding in the General Plan MEIR. Question C of the environmental document is used to evaluate project specific impacts of criteria pollutants. Ozone impacts are discussed in the second paragraph of Question B and Question C. Particulate matter impacts are discussed in the third paragraph of Question B.

3-C: The project is located along West El Camino Avenue and I-80, which is an existing roadway. Project elements will include the signalization of off-ramps and sliver widening. A Sensitivity Analysis would not be required for a signalization project. As stated in Question D and E, paragraph 1, since project emissions of NO_x, ROG, PM₁₀ and CO will be less-than-significant levels, it will not result in concentrations that exceed any standards for sensitive receptors. Furthermore, the project will not increase capacity, create additional vehicle trips, or develop new land uses in the area that would cause sensitive receptors to be exposed to additional pollutant concentrations.

3-D: The signalization project is consistent with the City's goals and policies regarding GHG emissions from the 2030 General Plan. Please refer to Question F, paragraph 2 for construction related impacts on GHG emissions.

3-E: The purpose of the project is to improve traffic circulation within the interchange area, so that traffic does not back-up onto the mainline of I-80. The project will not result in additional vehicle trips and will not substantially redistribute vehicle travel; therefore, it will not have an effect on operational air quality pollutants.

Letter from the Sacramento Area Bicycle Advocates

June 11, 2009

Scott Johnson
Environmental Planning Services
City of Sacramento
Development Services Department
300 Richard Boulevard, 3rd Floor
Sacramento, CA 95811

RE: I-80/West El Camino Interchange Project (S15084800)

Dear Mr. Johnson:

We appreciate the opportunity to provide comments on the subject project. We represent bicycle users and are therefore concerned about how the project may affect bicyclists attempting to cross I-80 at West El Camino Avenue. The project includes improvements at 7 intersections of freeway ramps with West El Camino Avenue at the interchange; 2 will become signalized by the project whereas the other 5 will remain as merge or exit intersections where vehicles enter or exit West El Camino Avenue at speed.

Right-lane entrance and exit ramps create particular difficulties for bicyclists and pedestrians because of several conditions:

- Vehicles approach or exit the roadway at acute angles causing visibility problems;
- Vehicles are accelerating or decelerating from high speed; and
- Vehicles have a greatly different speed than bicyclists or pedestrians traveling across the overcrossing.

These conditions make bicycle and pedestrian travel through the interchange hazardous and uncomfortable.

To mitigate unsafe conditions created for bicyclists and pedestrians, we request that the project modify the 5 at-speed entrance and exit intersections by adding signage and lane striping. The attached pages from the 1995 Oregon Bicycle and Pedestrian Plan describe and depict such designs to greatly enhance bicyclist and pedestrian safety (see http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/bp_plan_2_ii.pdf). The benefits of this design for bicyclists and pedestrians are that:

- It provides a short distance across the merge or exit ramp at close to right angles;
- It provides much improved sight distance for vehicles approaching at speed; and
- The crossing is in a portion of the ramp where the vehicle's driver is not as distracted by other vehicles.

SABA is an award-winning nonprofit organization with more than 1400 members. We represent bicyclists. Our aim is more and safer trips by bike. We are working for a future in which bicycling for everyday transportation is common because it is safe, convenient, and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Yours truly,

Jordan Lang
Project Assistant

H. OTHER INNOVATIVE DESIGNS

These concepts are presented as information, to help ODOT, cities and counties to come up with new solutions to common intersection problems.

H.1. MERGING & EXIT LANES

While bike lanes and sidewalks are not appropriate on limited access freeways, they are common on urban parkways. These parkways often have freeway-style designs such as merging lanes and exit ramps rather than simple intersections.

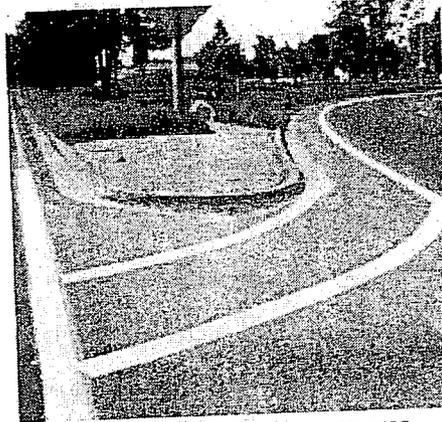
Traffic entering or exiting a roadway at high speeds creates difficulties for slower-moving bicyclists and pedestrians. The following designs help alleviate these difficulties:

H.1.a. Right-Lane Merge

It is difficult for cyclists and pedestrians to traverse the undefined area created by right-lane merge movements, because:

- The acute angle of approach creates visibility problems;
- Motor vehicles are often accelerating to merge into traffic; and
- The speed differential between cyclists and motorists is high.

The following design guides cyclists and pedestrians in a manner that provides:



Bike lane striped across gore area

- A short distance across the ramp at close to a right angle;
- Improved sight distance in an area where traffic speeds are slower than further downstream; and
- A crossing in an area where drivers' attention is not entirely focused on merging with traffic.

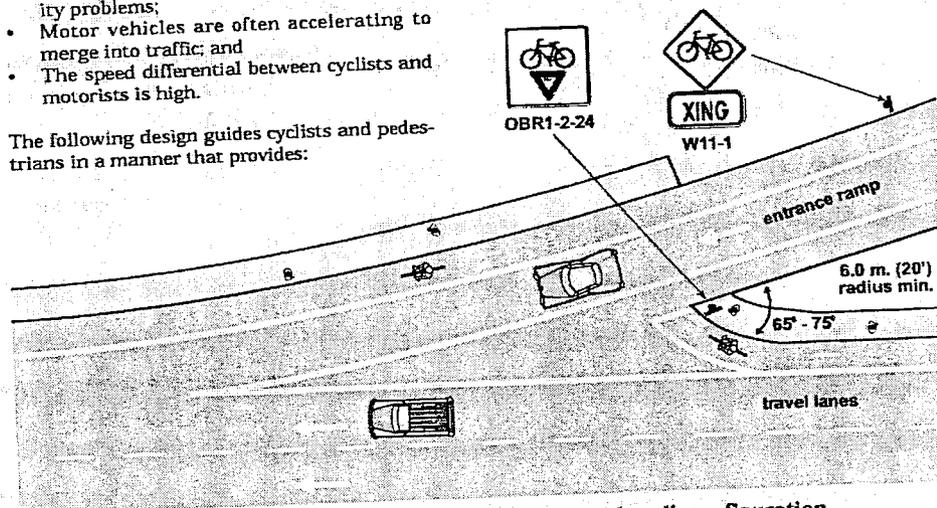


Figure 107: Right-lane merge - bike lane and sidewalk configuration (Urban design - not for use on limited access freeways)

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H.1.b. Exit Ramps

Exit ramps present difficulties for bicyclists and pedestrians because:

- Motor vehicles exit at fairly high speeds;
- The acute angle creates visibility problems; and
- Exiting drivers often do not use their right-turn signal, confusing pedestrians and bicyclists seeking a gap in traffic.

The following design guides cyclists and pedestrians in a manner that provides:

- A short distance across the ramp, at close to a right angle;
- Improved sight distance in an area where traffic speeds are slower than further upstream; and
- A crossing in an area where the driver's attention is not distracted by other motor vehicles.

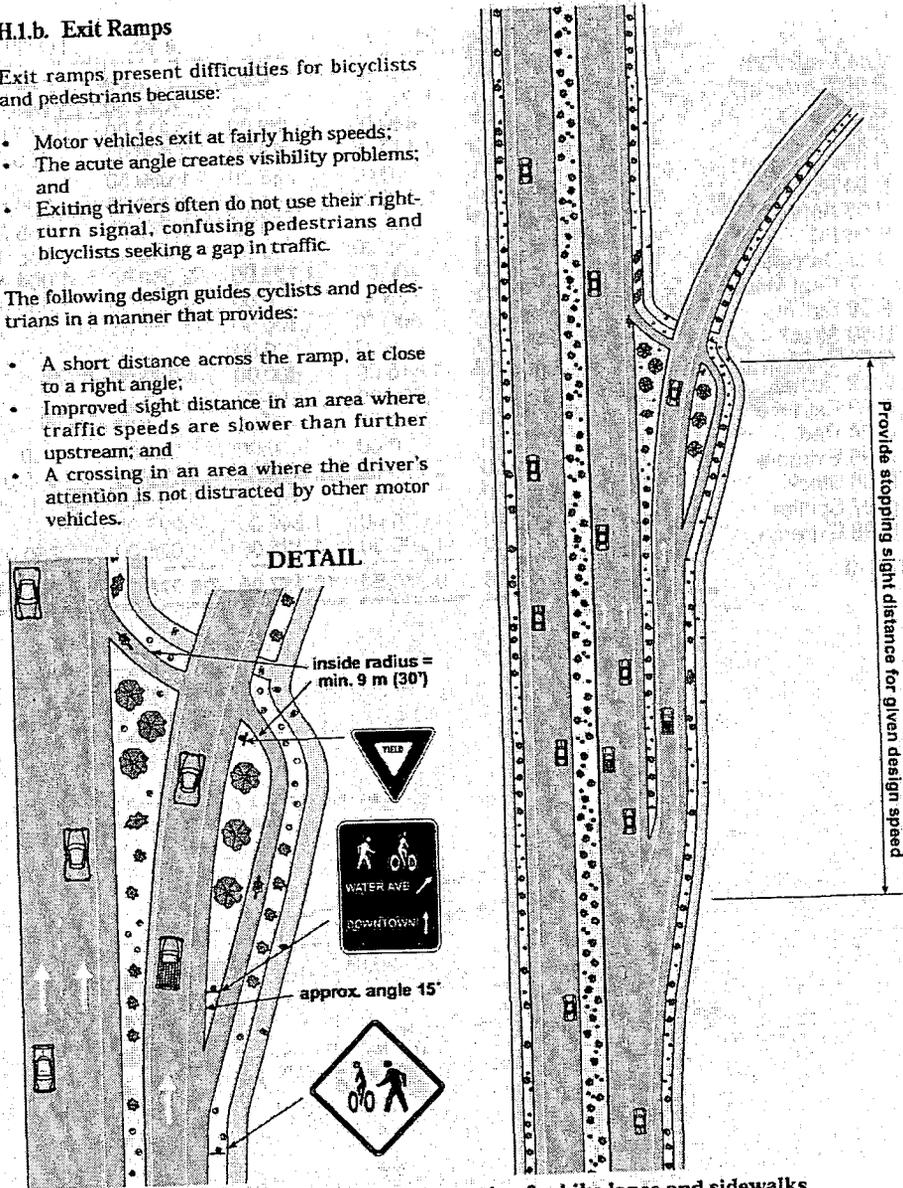


Figure 108: Exit ramp configuration for bike lanes and sidewalks
(Urban design - not for use on limited access freeways)

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1.1.4 Response to Comment Letter 4: Sacramento Area Bicycle Advocates

The letter from the Sacramento Area Bicycle Advocates poses concerns about how the project design may affect bicyclists traveling in the project area, particularly at freeway on- and off-ramps.

4-A: The majority of the project area is within Caltrans right-of-way and access control. As such, Caltrans design standards must be adhered to. During final design, the design team will review the provided striping suggestions with Caltrans to determine if any of them can be implemented.