White Rock Road Widening Project

SACRAMENTO COUNTY, CALIFORNIA
CALTRANS DISTRICT 3
STPLCM-5482(013)

Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact and Section 4(f) Evaluation

Prepared by the
State of California Department of Transportation
and the City of Rancho Cordova

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

January 2016

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FHWA Highway ID No. STPLCM-5482(013) SCH# 2015102083

Widen White Rock Road from Sunrise Boulevard to Grant Line Road

INITIAL STUDY with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact and Section 4(f) Evaluation

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

THE STATE OF CALIFORNIA
Department of Transportation
and the
City of Rancho Cordova

Responsible Agencies: California Transportation Commission and Sacramento County

1/25/16
Date of Approval

for Susan D. Bauer
John Webb
North Region Environmental Office Chief - South
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NEPA Lead Agency

01/13/2016
Date of Approval

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

FOR

White Rock Road Widening Project

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

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

1-26-16
Date

for Susan D. Bauer
JOHN D. WEBB, District 3 Office Chief
Caltrans North Region Environmental

SCH: 2015102083

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Rancho Cordova (City), in cooperation with the California Department of Transportation (Caltrans), proposes to widen a 4.4-mile segment of White Rock Road. Generally, this segment is located at the eastern limits of the city, along the border with Sacramento County, and south of US 50. The project vicinity is shown in **Figure 1.1-1**, Regional Vicinity. The project location is shown in **Figure 1.1-2**, Project Location.

The City and Caltrans propose to widen and construct improvements to White Rock Road from Sunrise Boulevard to Grant Line Road. Improvements to the existing six-lane portion of White Rock Road from Sunrise Boulevard to Luyung Drive include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. White Rock Road will be reconstructed and widened from two lanes to four lanes from Luyung Drive to Grant Line Road. The proposed build alternative includes a four-lane configuration (two 12-foot-wide lanes in each direction) with a 14-foot-wide median, two 6-foot-wide bike lanes, and two 3-foot-wide shoulders.

Determination

The City has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on agriculture and forest resources, land use and planning, mineral resources, population and housing, and recreation.

In addition, the proposed project would have less than significant effects to visual/aesthetics, geology and soils, public services, and utilities and service systems.

With the following mitigation measures incorporated, the proposed project would have less than significant effects to water quality and storm water runoff, hazardous waste and materials, air quality, noise, and biological resources:

- Hydroseed and restore disturbed areas used for staging to preconstruction conditions.
- Best management practices (BMPs) shall be utilized during construction, including temporary erosion control consisting of a native seed mix.
- Utilize contour grading and slope rounding on all cut and fill slopes.
- The project applicant is required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP).

- BMPs will be developed and implemented to reduce pollutants in storm water, including source control BMPs and treatment control measures.

- Soil stabilization, sediment control, waste management, and material pollution control BMPs shall be implemented.

- Standard staging area practices for sediment-tracking reduction shall be implemented where necessary.

- A Phase II investigation and a Tier 2 Human Health Risk Assessment shall be performed, and a site-specific Health and Safety Plan shall be prepared. If dewatering becomes necessary, special provisions shall be implemented for capturing, storing, and legally disposing of contaminated groundwater.

- If any previously unknown hazardous contamination is revealed during project construction, the procedures outlined in the Caltrans Unknown Hazards Procedures shall be followed.

- The proposed project would comply with the requirements of Caltrans' Standard Specifications, Section 14-9 "Air Quality."

- Enhanced Exhaust Control Practices recommended by the SMAQMD shall be implemented, and a refined emissions modeling analysis can be performed once more detailed construction information becomes available.

- Noise-generating construction activities occurring in the proximity of noise-sensitive land uses (e.g., residential uses) shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and between the hours of 8:00 a.m. and 6:00 p.m. on weekends.

- Noise abatement measures will be implemented as required by Caltrans' Standard Specifications Section 14-8.02 "Noise Control."

- Minimize the removal of and avoid where feasible established vegetation, protect areas where trees are present, and install environmentally sensitive area (ESA) fencing where vegetation is being preserved.The size of the work area limits will be reduced to the smallest amount feasible within sensitive habitat areas.

- For every acre of seasonal wetland permanently affected by the project, the City shall replace the affected seasonal wetland acreage at a 2:1 ratio (2 acre for every 1 acre of impact), or another approved ratio as determined by the United States Fish and Wildlife Service (USFWS), through the dedication of seasonal wetland credit(s) within an approved mitigation bank or through the payment of in-lieu fees to an approved conservation bank.

- Prior to groundbreaking, the City shall purchase fairy shrimp and tadpole shrimp habitat credits at a 3:1 ratio for direct impacts (0.615 x 3 = 1.845 acres), 2:1 ratio for indirect impacts (1.068 x 2 = 2.136 acres), and 1:1 ratio for direct impacts to non-habitat (0.010 acre) at a USFWS-approved conservation bank(s) that has a service area that covers the proposed project. The credits purchased may be in a combination of creation and preservation credits; however, no more than 0.625 acre of creation credits may be purchased for the minimization of the total direct impacts. The credits may be purchased in no more than two phases, with each applicant purchasing the total required for their portion of the proposed project.

- A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree.

- Protective fencing shall be installed at the driplines of protected trees.

- No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of protected trees.

- No grading (grade cuts or fills) shall be allowed within the driplines of protected trees.

- Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.

- No trenching shall be allowed within the driplines of protected trees.

- Minimize the construction of impervious surfaces within the driplines of protected trees.

- No sprinkler or irrigation system shall be installed that sprays water or requires trenching within the driplines of protected trees.

- Landscaping beneath protected trees may include non-plant materials such as bark.

- Any protected trees that require pruning shall be pruned by a certified arborist.

- No signs, ropes, cables (except those installed by an arborist to provide limb support), or any other items shall be attached to the protected trees.

- The removal of a total of 573 inches dbh of native oak trees shall be compensated for by planting native oak trees.

- A Replacement Oak Tree Planting Plan will be prepared.

- The minimum spacing for replacement oak trees shall be 20 feet on center.

- Biological surveys will be conducted for the western spadefoot, western burrowing owls, and raptors and migratory birds.

- Protective silt fencing will be installed between aquatic habitats and construction area.

- Standard BMPs will be implemented during and after construction to protect water quality in sensitive habitat areas during construction.

- A Worker Environmental Awareness Program (WEAP) shall be implemented for the presence of western spadefoot habitat, western burrowing owl habitat, American badger habitat, and valley elderberry longhorn beetles.

- To prevent impacts to Migratory Bird Treaty Act (MBTA) - protected birds and their nests, removal of trees will be limited to only those necessary to construct the proposed project.

- A comprehensive plan for avoidance, on-site mitigation, off-site mitigation, or other compensation will be developed in cooperation with relevant state and federal agencies.

- Protective fencing will be installed between elderberry shrubs identified for preservation and the construction area limits.

- Water trucks shall be used to water areas of exposed dirt to control dust.

- Signs shall be erected along the edge of elderberry avoidance areas.

- The City will target the removal of trees to occur outside the nesting season between September 1 and March 1.

- Measures to minimize impacts to Swainson's hawk foraging habitat will be implemented.

- To compensate for the permanent loss of 2.47 acres of potential foraging habitat, it is anticipated that the City will purchase mitigation credits from a California Department of Fish and Wildlife (CDFW) - approved Swainson's Hawk Mitigation Fund at a 1:1 ratio, or at another appropriate ratio as determined by the CDFW based on the project's distance from known hawk nests.

- The proposed project will comply with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration (FHWA).

01/13/2016

Albert Stricker
Interim Director of Public Works
City of Rancho Cordova

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the National Environmental Policy Act (NEPA). The City of Rancho Cordova (City) is the lead agency under the California Environmental Quality Act (CEQA).

The City and Caltrans propose to widen and construct improvements to White Rock Road from Sunrise Boulevard to Grant Line Road. Improvements to the existing six-lane portion of White Rock Road from Sunrise Boulevard to Luyung Drive include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. White Rock Road will be reconstructed and widened from two lanes to four lanes from Luyung Drive to Grant Line Road. The project vicinity is shown in **Figure 1.1-1**, Regional Vicinity. The project location is shown in **Figure 1.1-2**, Project Location.

The project is included in the 2014/15 to 2018/19 Federal Statewide Transportation Improvement Program (FSTIP) and is proposed for funding from local developer fees, the Regional Surface Transportation Program, and Congestion Mitigation and Air Quality (CMAQ) funds; CMAQ funds will be used only for the new bicycle facilities. The project is also included in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy 2035 (MTP/SCS).

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the proposed White Rock Road Widening Project is to address congestion issues in Rancho Cordova and Sacramento County that have been identified in multiple local and regional transportation plans. The purpose of the proposed project is to:

- Relieve Future Congestion and Meet Future Transportation Demand. Relieve forecasted traffic congestion and reduce traffic delays on White Rock Road and United States Highway (US 50), thereby improving traffic flow and reducing vehicle emissions along the corridor.

- Improve Bicycle Safety. Add bicycle facilities and improve bicycle connectivity within the proposed project area in accordance with the City's Bicycle Master Plan (March 2011).

- Help Achieve the Goals of Regional and Local Transportation Plans. This includes supporting the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Community Strategy 2035 (MTP/SCS) by completing a key element of the regional transportation network used to meet the SCS performance targets; improve the parallel capacity of US 50 consistent with the Highway 50 Corridor System Management Plan.

1.2.2 Need

The eastern portion of Sacramento County served by White Rock Road, including the cities of Rancho Cordova and Folsom, has a large amount of vacant land already planned and approved for development and a number of active development projects (see **Figure 1.1-3** and **Table 1.2-1**).

Table 1.2-1
Development in Project Area

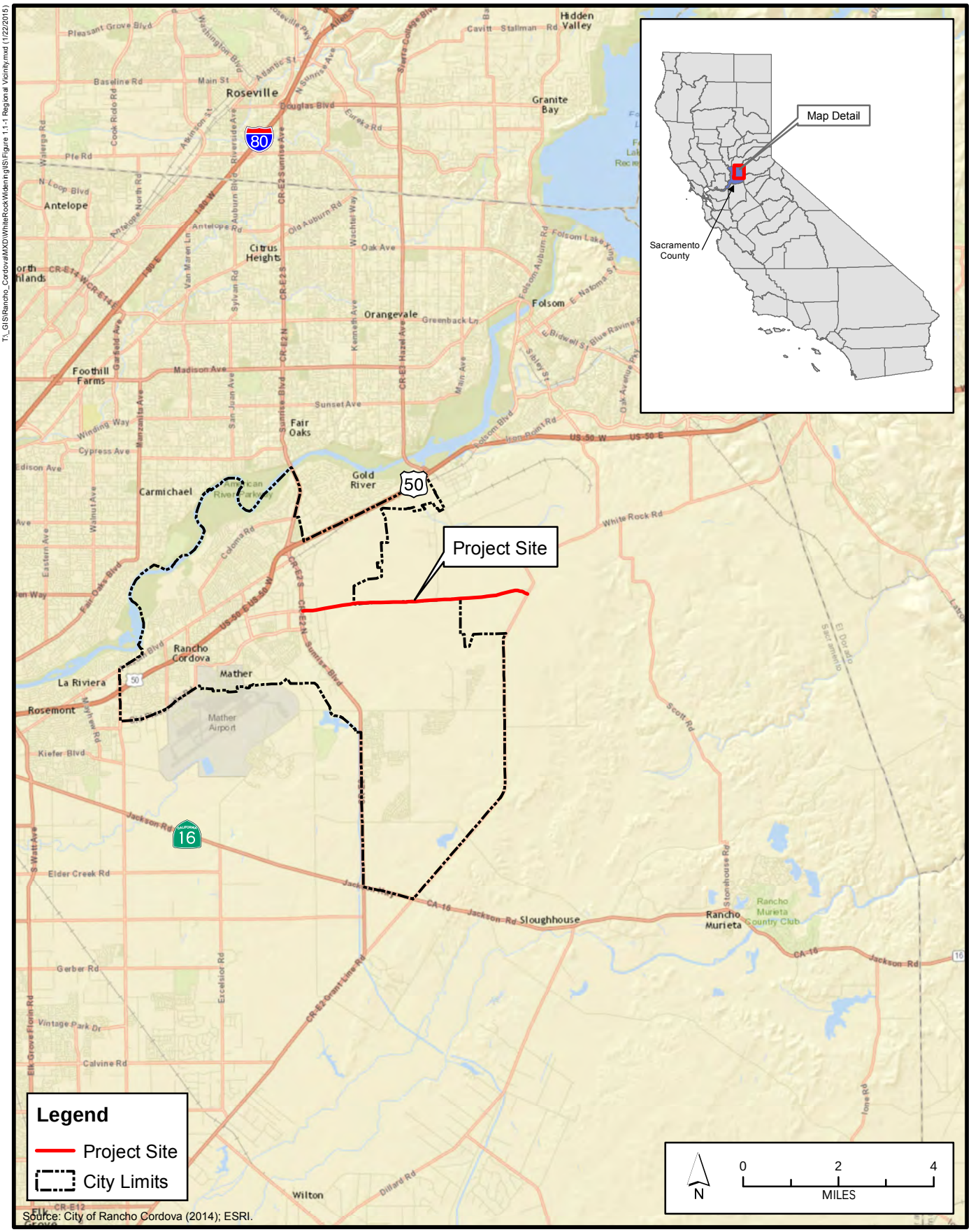
Development	Dwelling Units	Commercial/Office	Location
Rio Del Oro	11,601	521 acres	Immediately south of White Rock Road
Easton Place at Easton	1,500	213 acres	North of White Rock Road, south of US 50
Westborough at Easton	5,100	None proposed	North of White Rock Road, south of US 50
Glenborough at Easton	3,390	None proposed	North of White Rock Road, south of US 50
North Douglas I	666	None proposed	South of White Rock Road, just north of Douglas Road
North Douglas II	153	None proposed	South of White Rock Road, immediately north of the North Douglas I project
Folsom South of US 50	10,212	487 acres	South of US 50, north of White Rock Road, generally east of Prairie City Road, west of the Sacramento/El Dorado County line
Heritage Falls	960	None proposed	South of White Rock Road, north of Douglas Road, and west of Grant Line Road
Total	33,582	1,221	

Planned growth in Rancho Cordova and surrounding developing areas will create the need to relieve future traffic congestion and improve circulation in the area.

Construction of planned development projects (see **Table 1.2-1**) in the area will degrade level of service (LOS) along the entire length of White Rock Road from Sunrise Boulevard to Grant Line Road.

Traffic analysis completed in April 2014 showed that without any improvements to White Rock Road in the project area, future traffic conditions would be severely degraded (see **Table 1.2-2**). Volume to capacity (v/c) is a measure of traffic density at a given location or within a given segment. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience substantial queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a v/c ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected. As **Table 1.2-2** shows, in the future no build condition, White Rock Road segments in the proposed project area would all have v/c ratios above 1.0 and the segment from Sunrise Boulevard to Rancho Cordova Parkway would have a ratio of 2.45. Like the v/c ratio, level of service is an indicator of traffic flow and delay. **Table 1.2-2** shows LOS F in the future no build condition for all segments of White Rock Road in the project area[1]. This means that vehicles would be subject to substantial delays in travel associated with severe congestion. Existing levels of service for the project segment of White Rock Road are currently LOS C to LOS D during the peak hour.

[1] The City seeks to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.



Source: City of Rancho Cordova (2014); ESRI.

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Figure 1.1-1
Regional Vicinity

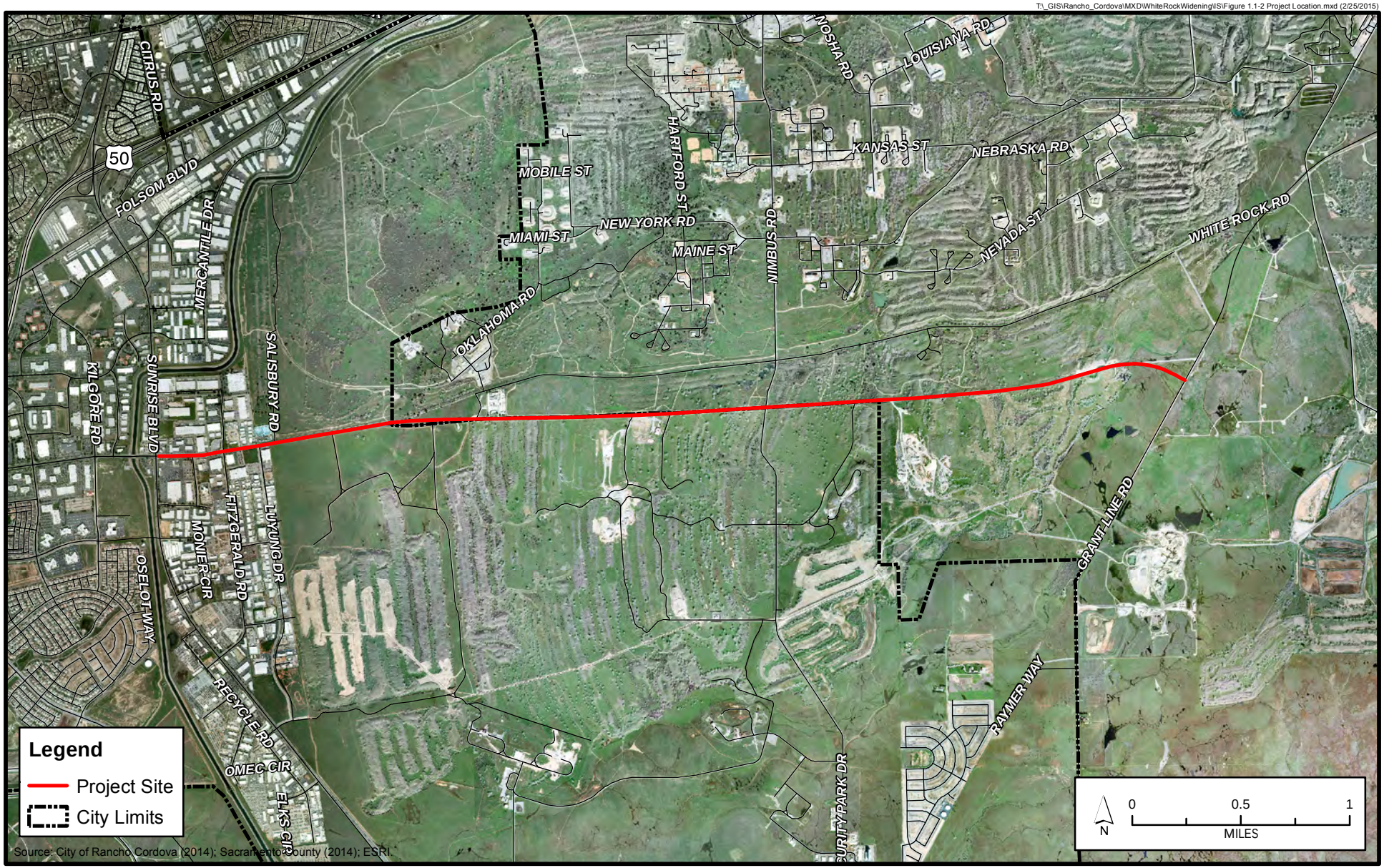

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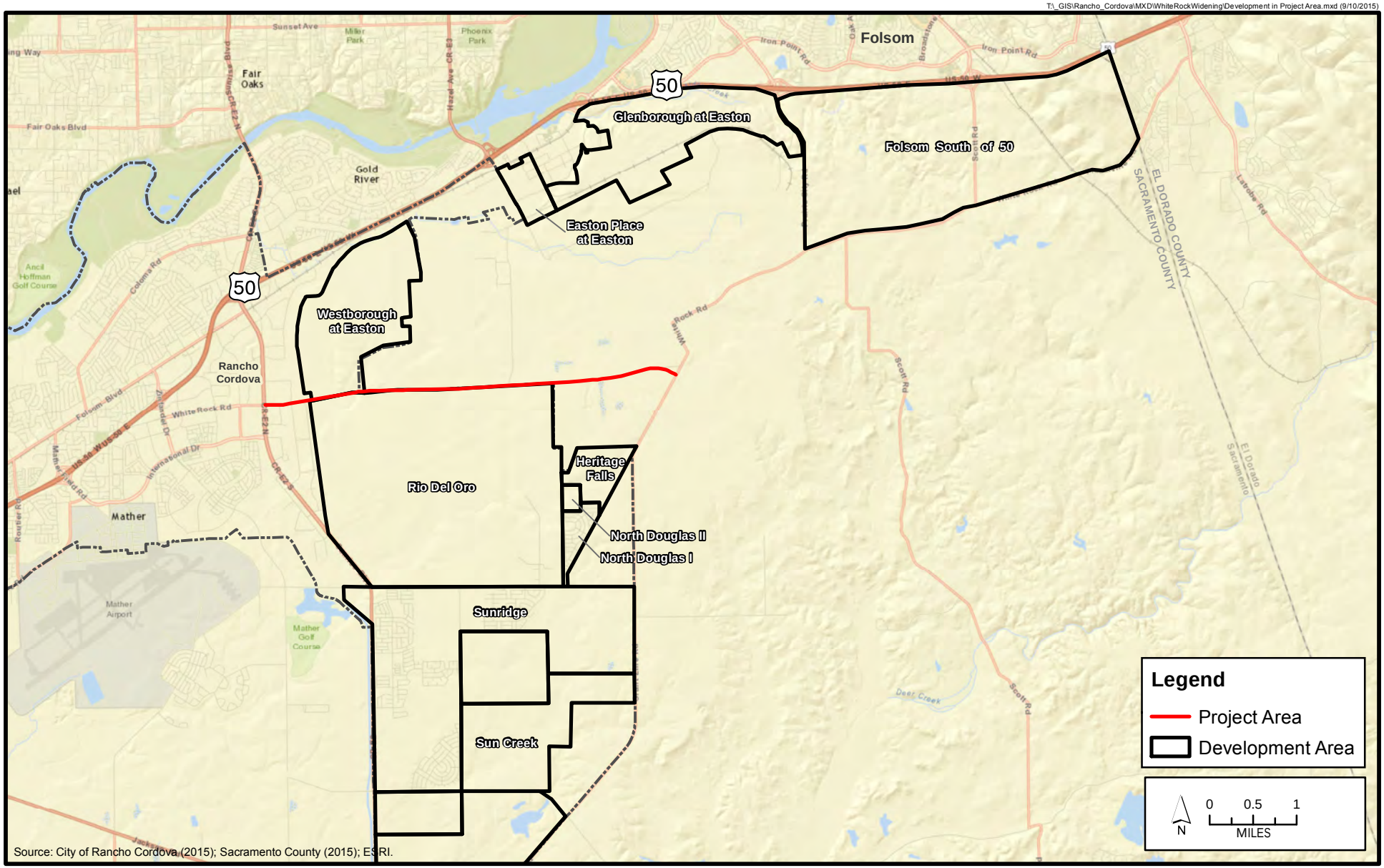
Figure 1.1-2

Project Location



City of Rancho Cordova
Planning Department

Figure 1.1-3

Development in Project Area

Table 1.2-2
Future No Build Traffic Volumes and Level of Service (2030)

Roadway	From	To	Volumes	Volume-to-Capacity Ratio (v/c)	Level of Service (LOS)
White Rock Road	Sunrise Boulevard	Rancho Cordova Parkway	44,100	2.45	**F**
	Rancho Cordova Parkway	International Drive	22,2008	1.31	**F**
	International Drive	Villagio Drive	25,100	1.48	**F**
	Villagio Drive	Grant Line Road	25,600	1.51	**F**

Source: DKS Associates, Traffic Supplemental Analysis, April 2014

The existing roadway from Luyung Drive to Grant Line Road also has 10-foot-wide travel lanes that do not meet the current design standard of 12-foot-wide travel lanes.

Improve Bicycle Safety

No bicycle facilities exist in the majority of the project area; despite the lack of formal bicycle facilities in the project area, some cyclists do use White Rock Road in the project area. The County of Sacramento 2010 Bikeway Master Plan includes Class II bikeways along both sides of White Rock Road in the project area and also bikeways along both sides of Grant Line Road, Prairie City Road, and Scott Road. There is a need to support key bikeway connections on White Rock Road to fulfill the regional goals of the Bikeway Master Plan.

Help Achieve the Goals of Regional and Local Transportation Plans

The proposed widening of White Rock Road, including the segment from Sunrise Boulevard to Grant Line Road, is included as a key component of several regional and local transportation plans and is an integral part of the overall regional and local transportation network. The proposed project would help achieve the goals of the following transportation plans:

Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy 2035

The SACOG MTP/SCS is a long-range planning document identifying and programming roadway improvements throughout the Sacramento region. The MTP/SCS centers on the following guiding principles: smart land use, environmental quality and sustainability, financial stewardship, economic vitality, access and mobility, and equity and choice. The MTP/SCS balances the need for increased transportation options while reducing congestion, greenhouse gas emissions, and distances traveled between jobs and housing on a regional level. Compared to the prior 2008 MTP, the current MTP/SCS decreases roadway capacity investments by 30 percent. As part of the MTP/SCS, thoughtful effort was focused on right-sizing roadway investments for maximum cost-effectiveness while still achieving strong performance benefits of the SCS.[2] While many roadway projects listed in the 2008 MTP were de-listed for construction as part of the current MTP/SCS, the four-lane White Rock Road widening is still listed for construction, indicating its critical importance to the overall regional transportation network.

The current SACOG MTP/SCS lists White Rock Road from Sunrise Boulevard to Luyung Drive construct improvements and from Luyung Drive to Grant Line Road as being widened and reconstructed from two to four lanes, expected to be complete by 2020.

[2] See Sacramento Area Council of Governments (SACOG) *Metropolitan Transportation Plan/Sustainable Community Strategy 2035 (MTP/SCS)*, Chapter 4, Road, Highway, and Bridge Capital and Operations Investments, p. 63.

Sacramento Area Council of Governments Metropolitan Transportation Improvement Program

The project is also included in the 2015/2018 Metropolitan Transportation Improvement Program (MTIP) as the City's listing includes the environmental component for the entire project from Sunrise Boulevard to Grant Line Road and the engineering, right of way and construction component for the widening of White Rock Road from two lanes to four lanes with construction of a Class II bikeway from Sunrise Boulevard to the eastern City limit. The County's listing covers the engineering, right of way, and construction for widening of White Rock Road from two lanes to four lanes from the City of Rancho Cordova limit to Grant Line Road.

50 Corridor Mobility Partnership Phase One Report (November 2006) and Highway 50 Corridor System Management Plan (May 2009)

The 50 Corridor Mobility Partnership (Partnership) is a cooperative effort by the County of Sacramento, City of Rancho Cordova, City of Folsom, County of El Dorado, Caltrans, SACOG, Sacramento Regional Transit, and several major private landowners. In 2006, the Partnership prepared a Phase One Report that provided information and recommendations regarding future transportation infrastructure along and near US 50 in eastern Sacramento County and western El Dorado County. The report found that widening White Rock Road from Sunrise Boulevard in the City of Rancho Cordova to Silva Valley Parkway in El Dorado Hills (El Dorado County) was a critical improvement identified as a near-term priority project. In May 2009, the Highway 50 Corridor System Management Plan (CSMP), written by Caltrans and accepted by SACOG and the El Dorado Transportation Commission, was developed to plan and manage transportation improvements associated with US 50 across modes and jurisdictional boundaries. The CSMP outlines a foundation to support integrated corridor management of all travel modes and infrastructure to provide mobility in the most efficient and effective manner possible[3]. The CSMP lists widening White Rock Road from Sunrise Boulevard to Silva Valley Parkway to four lanes as a key Capital Project.

US 50 between Sunrise Boulevard in Sacramento County and the El Dorado County line currently experiences traffic congestion during peak periods. Traffic demand is expected to increase significantly on US 50 over the next 20 years as development occurs in eastern Sacramento County and western El Dorado County. US 50 already has high-occupancy vehicle (HOV) lanes, and the addition of mixed-flow lanes on this freeway will not be allowed. The only identified mainline improvements on this segment of US 50 are auxiliary lanes and truck climbing lanes[4]. These are shown in the 2035 MTP/SCS as planned improvements but some are not yet fully funded.

Recognizing the congestion problem on US 50, the Partnership recommended that in addition to finding funding for auxiliary lanes and truck climbing lanes on US 50, the most effective way to reduce traffic congestion on US 50 would be to improve parallel capacity. The key improvement identified by the Partnership was to widen and improve the alignment of White Rock Road from the El Dorado County line to Sunrise Boulevard. The Partnership concluded that this improvement would relieve congestion on this roadway but would also provide a high speed connection for commuters between El Dorado County, Folsom, and Rancho Cordova that would divert traffic from congested portions of US 50. Sacramento County has recently completed a

[3] The CSMP did not program projects; it was a pre-programming document so it discussed White Rock Road in its entirety. During programming that occurred "outside" of the CSMP, the widening of the White Rock Road corridor was separated into a series of projects each with logical termini and independent utility and each with its own separate NEPA/CEQA processing and funding.

[4] These auxiliary lanes and truck climbing lanes are in multiple locations within the US 50 corridor; each is programmed separately. They are not part of the proposed project.

widening of White Rock Road from the eastern limit of Sacramento County at Prairie City Road to Grant Line Road. In the spring of 2015, the Capital Southeast Connector Joint Powers Authority entered into the environmental phase for the widening of White Rock Road from Prairie City Road to the El Dorado County line. This leaves the portion of White Rock Road from Grant Line Road to Sunrise Boulevard as the remaining piece of the key White Rock Road corridor improvement.

Relieving congestion on US 50 is a key reason that the widening of White Rock Road remains one of the roadway capacity improvement projects programmed for construction in SACOG's current MTP/SCS.

1.2.3 Logical Termini and Independent Utility

Federal Highway Administration (FHWA) regulations [23 Code of Federal Regulations [CFR] 771.11(f)] require that projects have ending points that are logical. This proposed project to widen White Rock Road has logical endpoints because the project begins at Sunrise Boulevard, a major north–south arterial in the city, and ends at Grant Line Road, where Sacramento County is recently finished construction on an expansion of White Rock Road from Grant Line Road west to the El Dorado County line. The proposed project between Sunrise Boulevard and Grant Line Road would complete what would otherwise be a "gap" in the future capacity of White Rock Road. As previously stated, the SACOG MTP/SCS anticipates that the widening of White Rock Road from Sunrise Boulevard to Grant Line Road will be complete by 2020. Filling in the gap does not restrict the consideration of any other reasonably foreseeable transportation projects because the proposed project would be the missing piece of the already otherwise constructed White Rock Road corridor widening efforts.

Another requirement of the FHWA regulations is that the proposed project have independent utility—meaning that it does not need any other transportation improvements to be made in order for it to function. Given that widening of White Rock Road has already occurred beyond each terminus of the proposed project, the proposed project is not dependent on any other transportation projects in order to function. In addition, as shown in **Table 1.2-1**, several developments are anticipated to be constructed in the immediate project area. The widening of White Rock Road would serve those future developments. The proposed project has both a localized and a regionalized need. Therefore, the proposed project does not depend on further transportation improvements to, or adjacent to, White Rock Road in order to have usefulness and to achieve local and regional benefits.

1.3 Project Description

This section describes the proposed project and the design alternatives that were developed by an interdisciplinary project development team to achieve the project's purpose and need while avoiding or minimizing environmental impacts.

The project is located in Sacramento County in Rancho Cordova and extends along White Rock Road from Sunrise Boulevard to Grant Line Road, a distance of approximately 4.4 miles. Currently, White Rock Road is a six-lane facility from Sunrise Boulevard to Luyung Drive and a two-lane facility east of Luyung Drive to Grant Line Road. The lane widths along this portion of White Rock Road are 10 feet wide with 2-foot wide shoulders and no median. There are no designated bicycle lanes along this portion of White Rock Road. The purpose of the proposed project is to relieve future congestion associated with planned development in the project area, improve bicycle safety, and help achieve the goals of regional and local transportation plans.

1.4 Alternatives

The alternatives are the build alternative and the no build alternative.

1.4.1 Build Alternative

The City and Caltrans propose to widen and construct improvements to White Rock Road from Sunrise Boulevard to Grant Line Road. Improvements to the existing six-lane portion of White Rock Road from Sunrise Boulevard to Luyung Drive include restriping and additional pavement for the addition of a second westbound through lane on the east leg of the Fitzgerald Road/Sunrise Park Drive intersection with White Rock Road. White Rock Road will be reconstructed and widened from two lanes to four lanes from Luyung Drive to Grant Line Road. The proposed build alternative of the project includes a four-lane configuration (two 12-foot-wide lanes in each direction) with a 14-foot-wide median, two 6-foot-wide bike lanes, and two 3-foot-wide shoulders. **Figures 1.4-1a-1.4-1t** illustrate the proposed roadway right of way.

The majority of the cut/fill work will be done outside the existing roadway footprint at a depth of only a few feet; however, a maximum excavation of 20 feet may be necessary at the ultimate edge of the shoulder at some locations along the roadway where the terrain is significantly higher or lower than the existing road. The proposed project will disturb a total of 40.8 acres and would move 131,600 cubic yards of soil of which 101,400 cubic yards would be on Aerojet property. During construction, the project improvements will be built in one lane of the roadway while maintaining traffic flow in the other lane. Once complete, improvements will then be constructed in the opposite lane while maintaining traffic in the newly constructed lane.

The existing storm drainage facilities in the roadway between Sunrise Boulevard and Luyung Drive will remain. Between Luyung Drive and Grant Line Road, the drainage facilities will continue to consist mostly of roadside ditches. Drainage improvements along the roadway will be completed in accordance with the design standards set forth in the Improvement Standards adopted by the City and Sacramento County.

The proposed project will require right-of-way acquisition from one parcel, which is currently owned by Aerojet, (APN 072-0370-104) as shown in **Figure 1.4-2**; however, the portion of land to be acquired is currently vacant; no residences or businesses will be displaced. The entire list of right-of-way impacts can be found in **Table 2.1-3**. It should be noted that multiple public utility easements and slope easements will be required for utility relocations and cut and fill slopes. Detailed information regarding landowners, size of easements, and work required in each easement is also provided in Section 2.1.3, “Community Impacts.”

1.4.2 No Build Alternative

The purpose of describing and analyzing a no build alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the proposed project. Under the no build alternative, White Rock Road would not be widened. Although existing traffic operations on White Rock Road are generally acceptable, improvements to the roadway are needed to accommodate already planned and approved development in the area that is forecast to degrade White Rock Road segments to an unacceptable level of service (LOS F). In addition, the no build alternative is inconsistent with local, regional, and system planning.

T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'

Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1a
Build Alternative

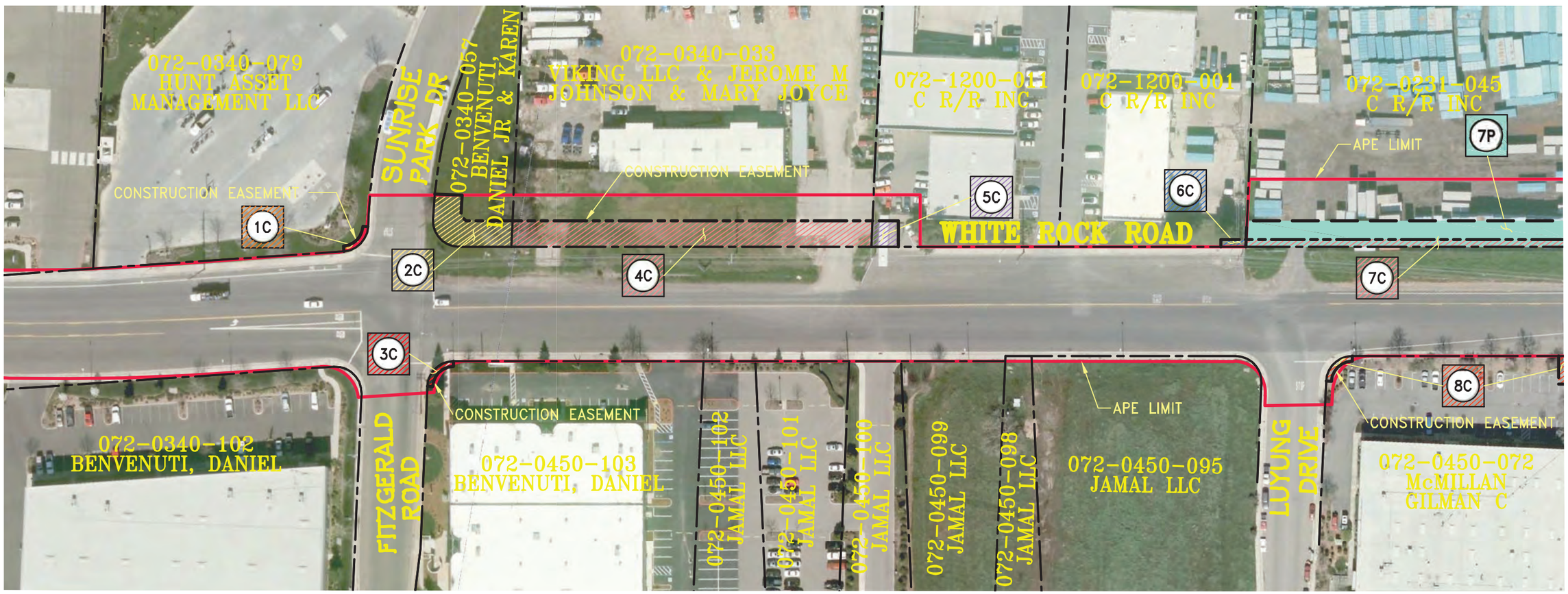
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1b
Build Alternative

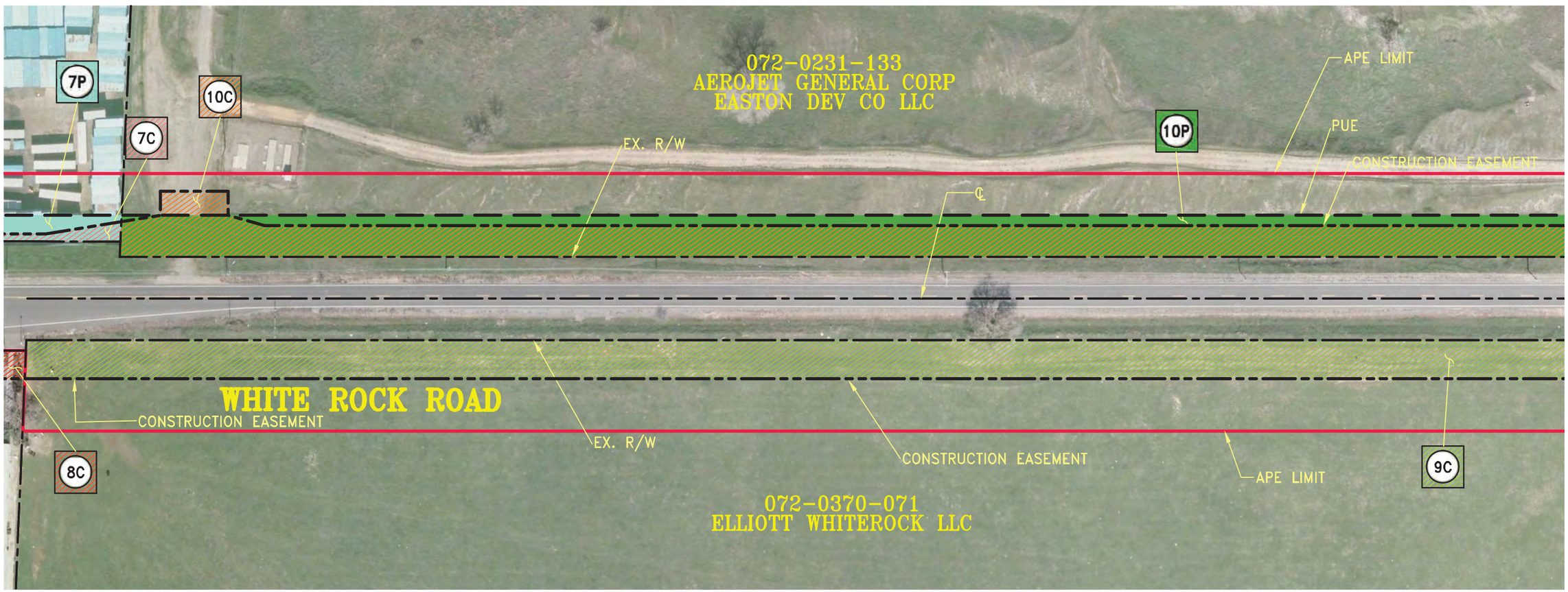
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1c
Build Alternative

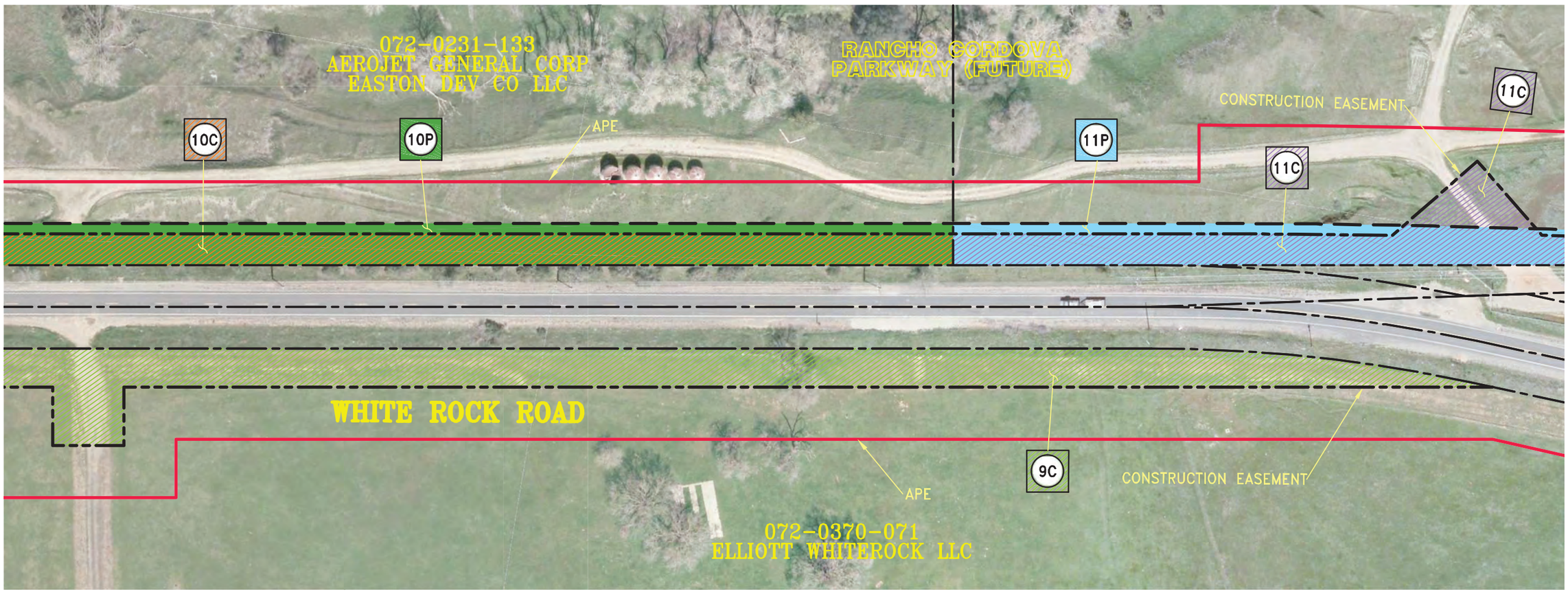
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1d
Build Alternative

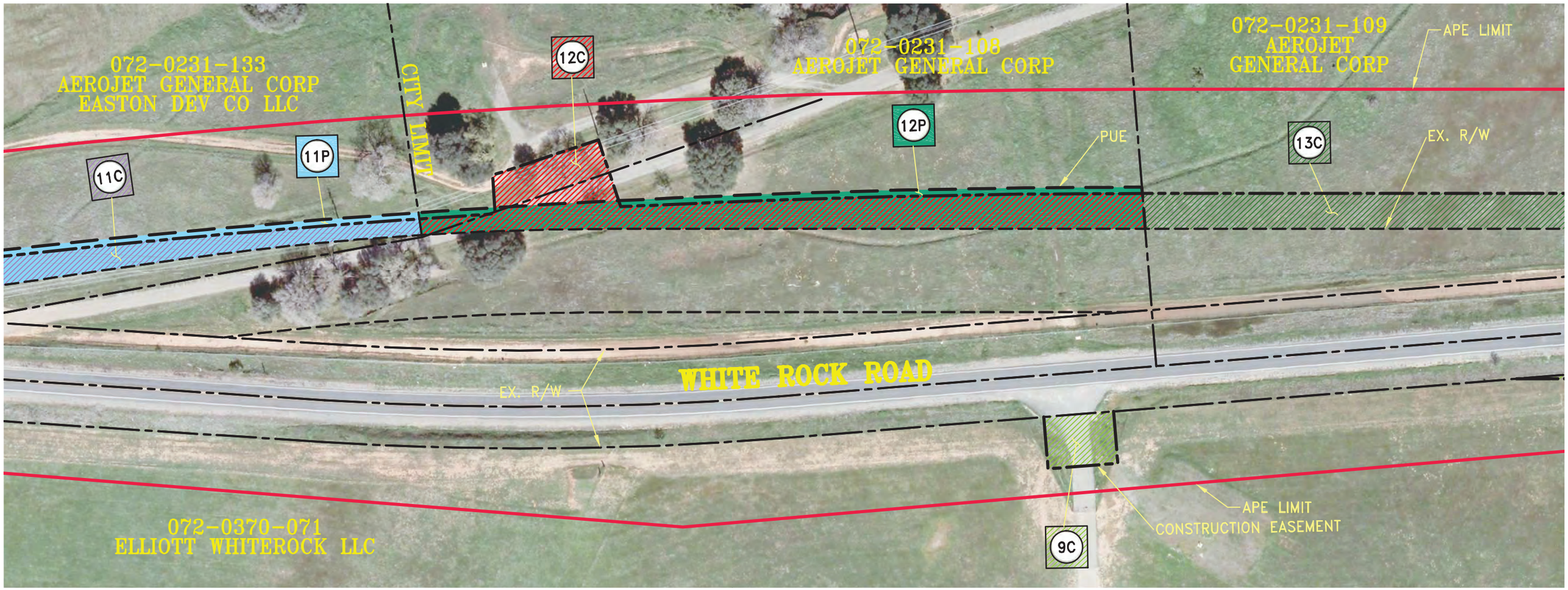
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1e
Build Alternative

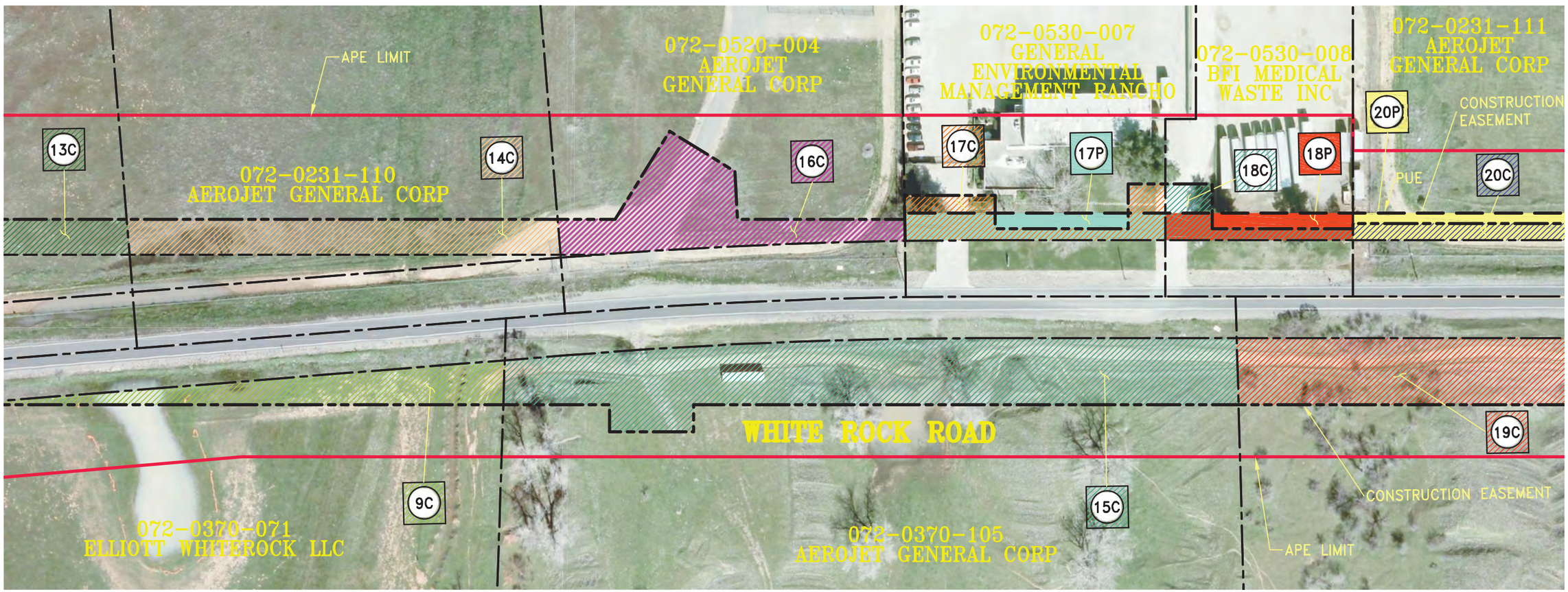
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1f
Build Alternative

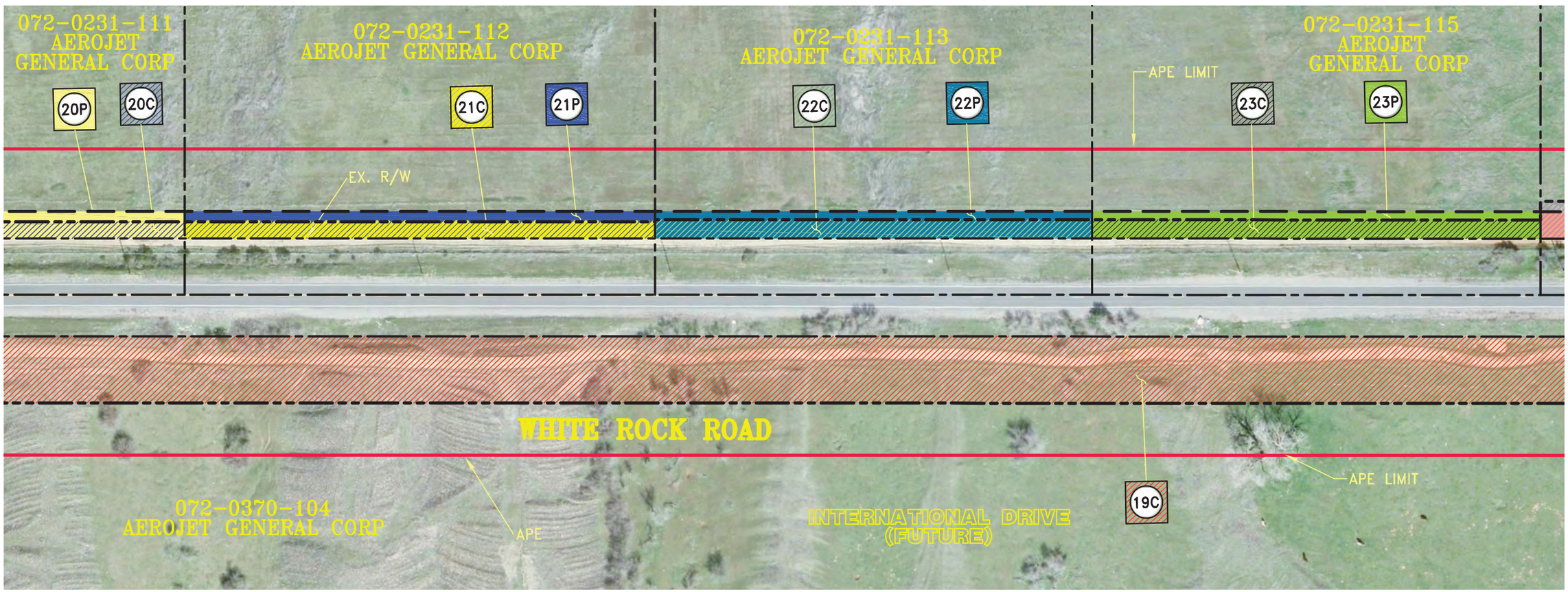
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1g
Build Alternative

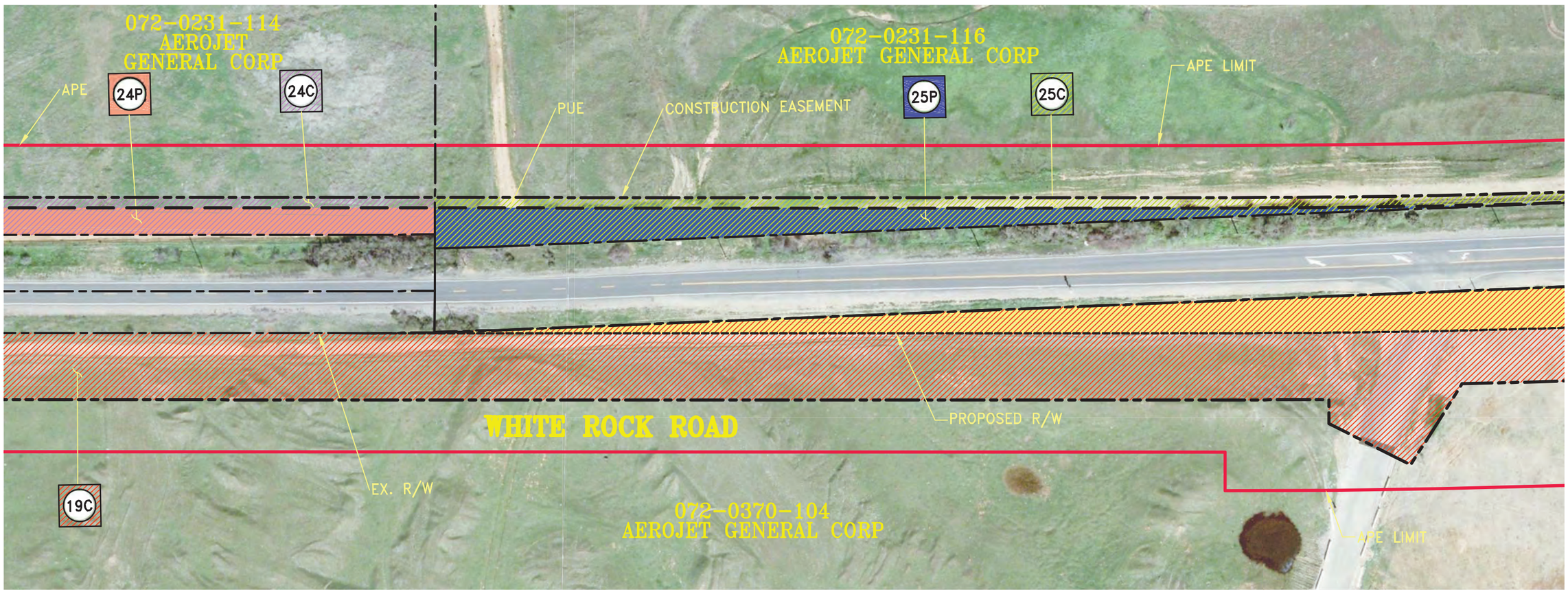
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1h
Build Alternative

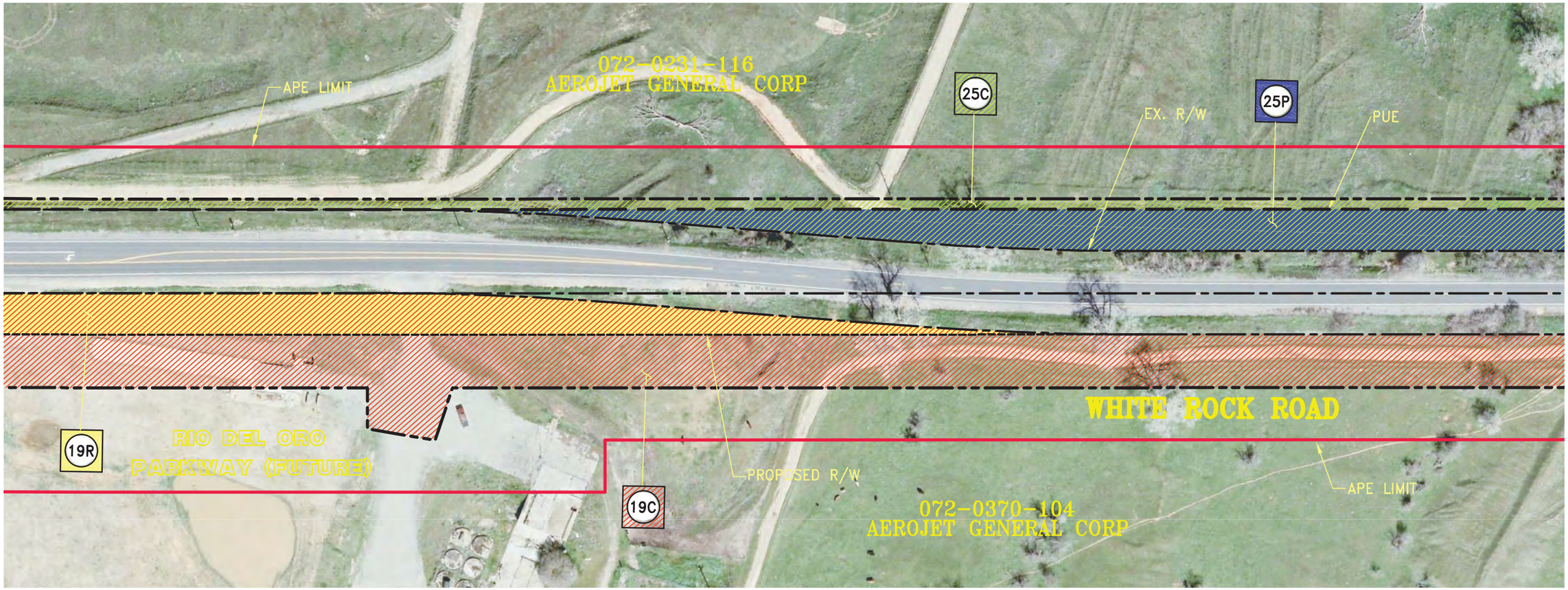
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1i
Build Alternative

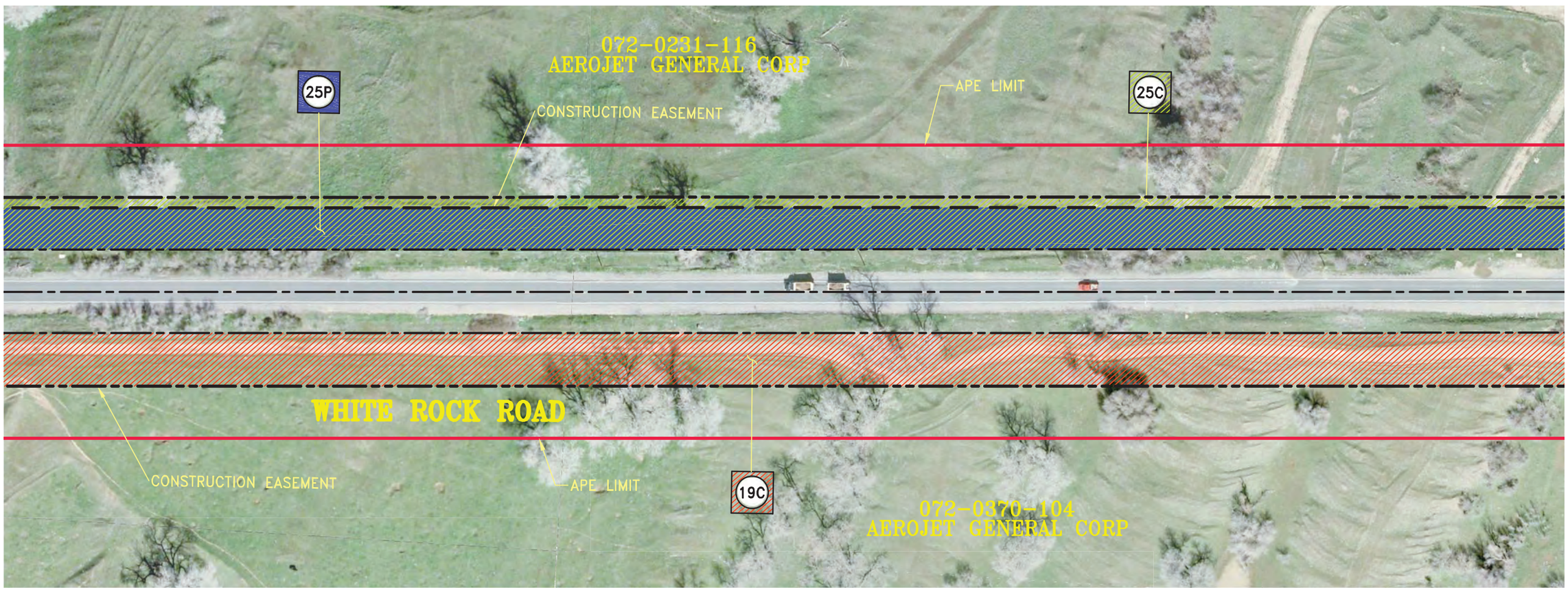
T:_CSWork\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1j
Build Alternative

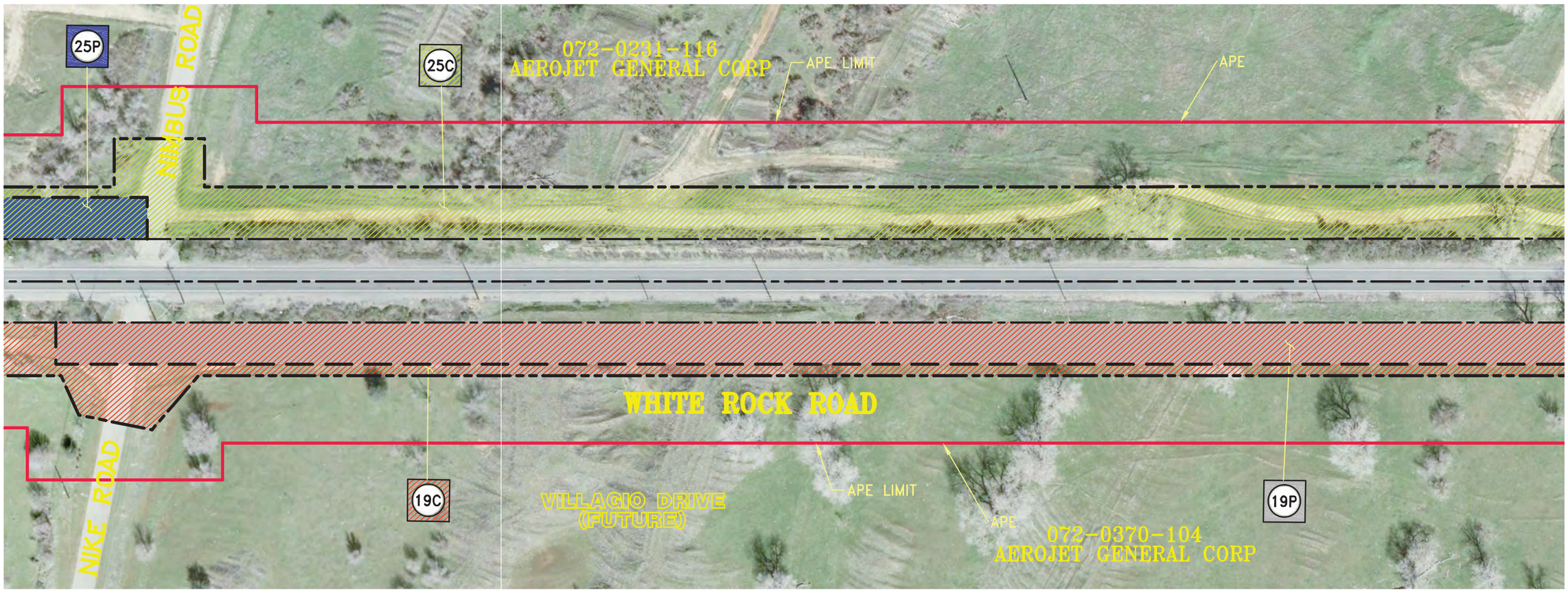
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1k
Build Alternative

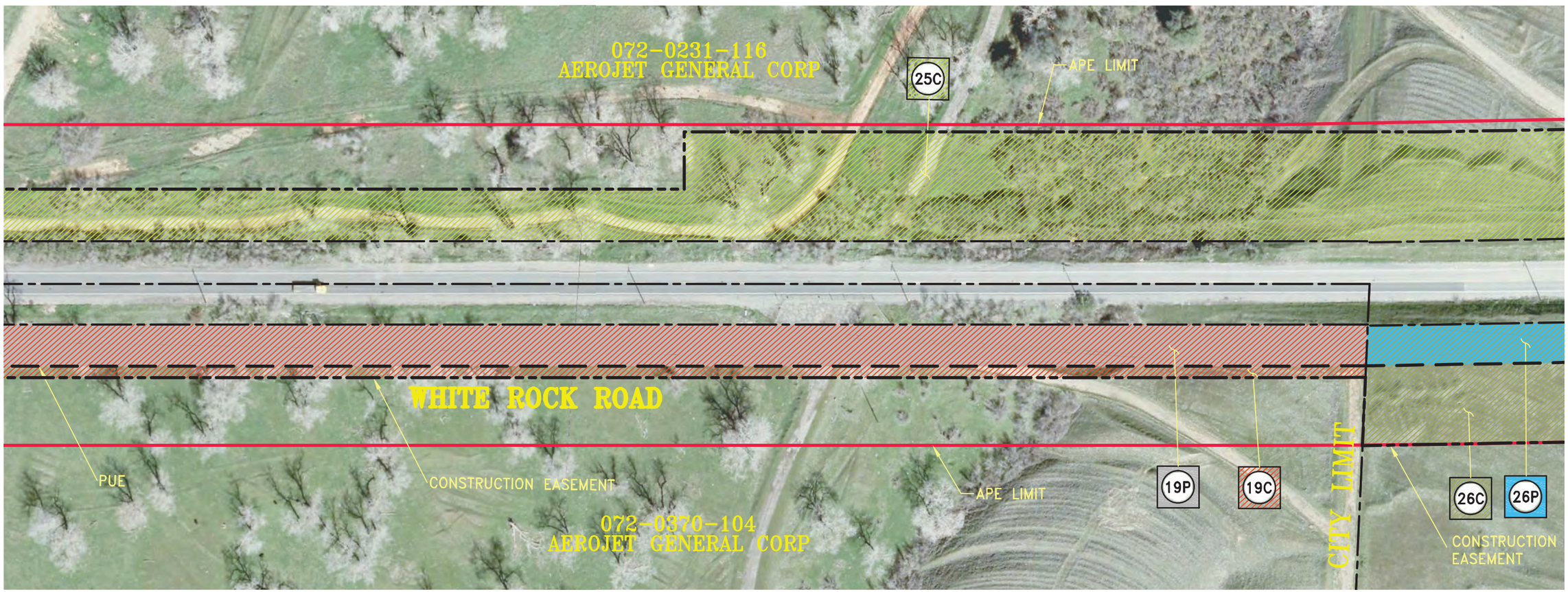
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1l
Build Alternative

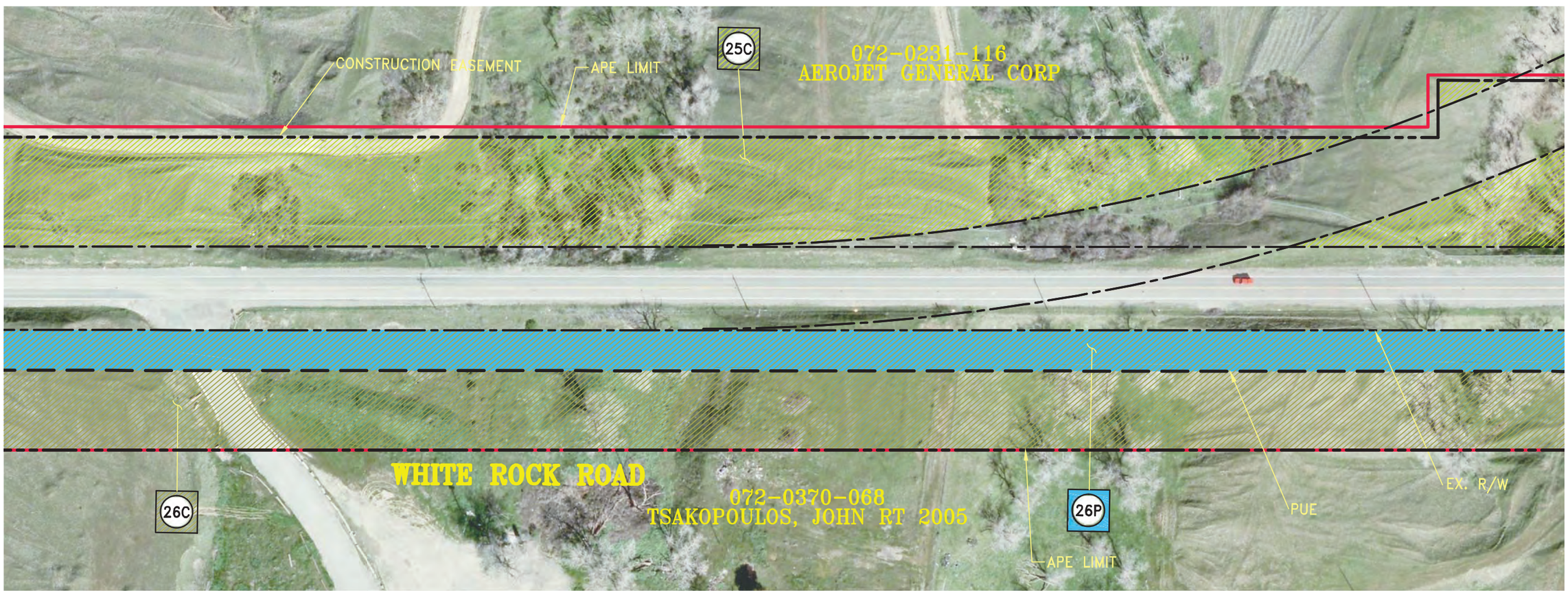
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1m
Build Alternative

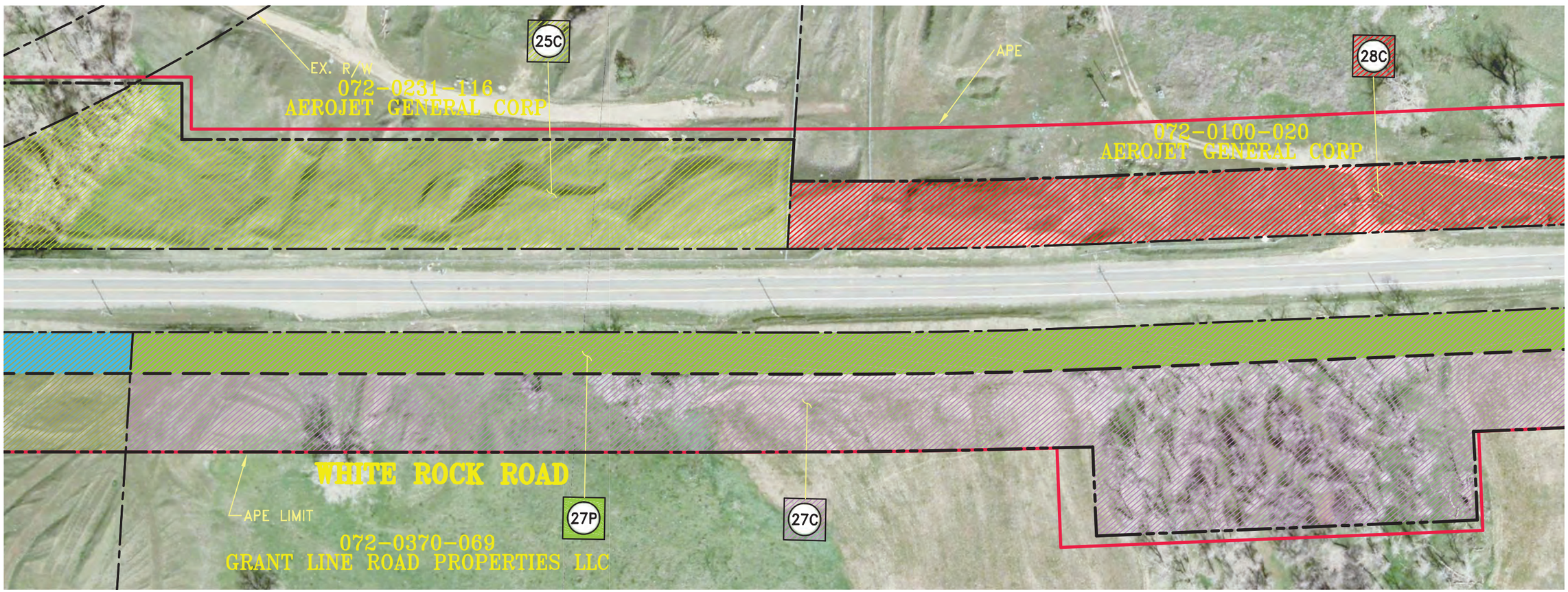
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1n
Build Alternative

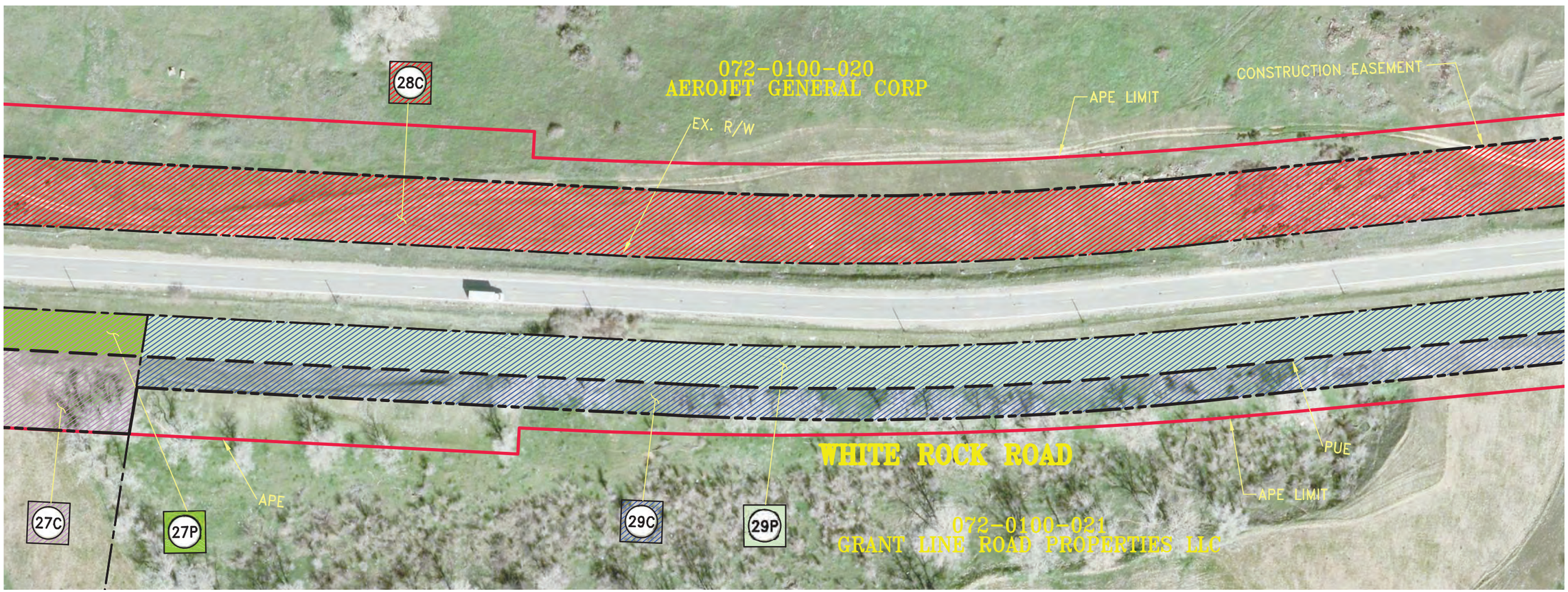
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1o
Build Alternative

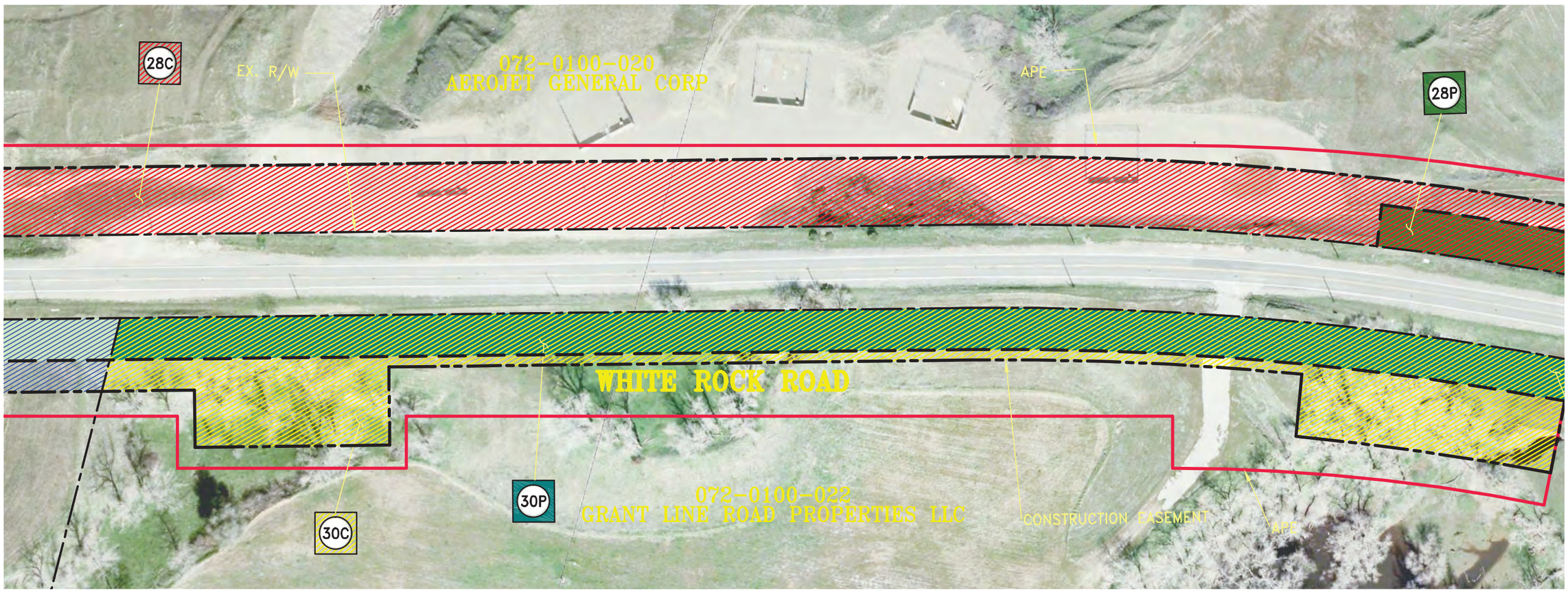
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1p
Build Alternative

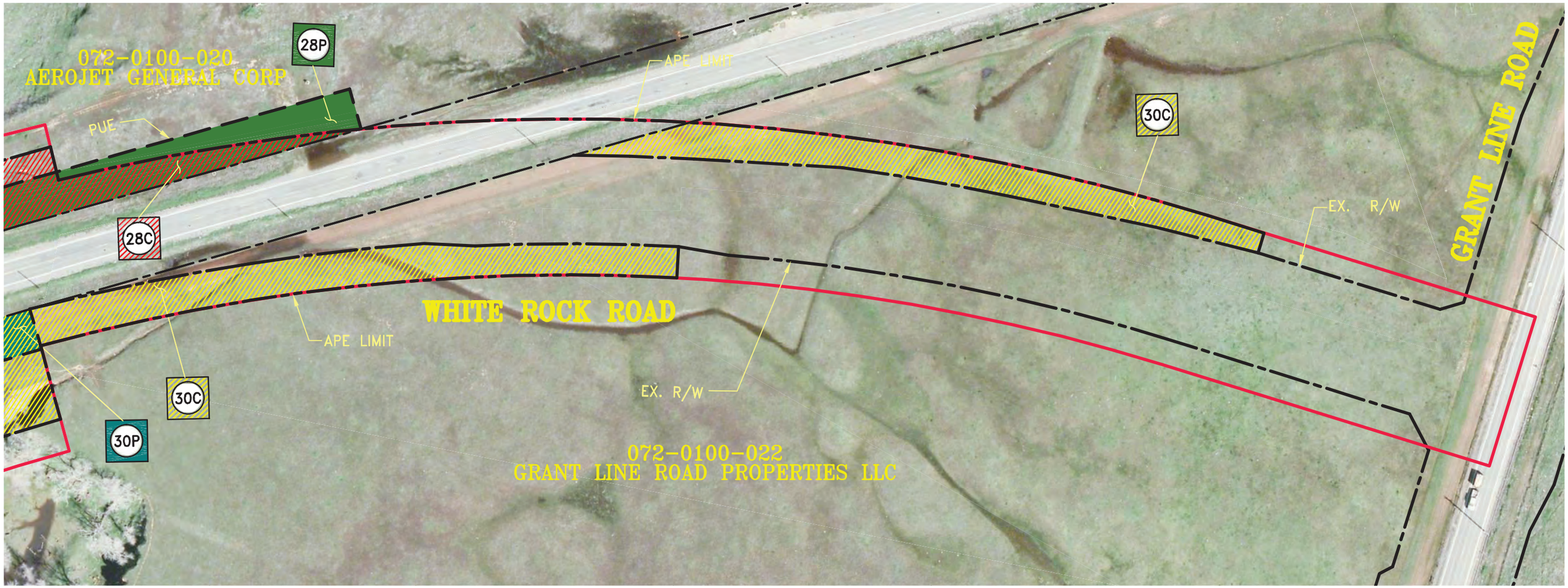
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

LEGEND

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- APE LIMIT
- PUBLIC UTILITY EASEMENT (PUE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

100' 50' 0 100'

SCALE: 1" = 100'



Right of way information depicted and numbered on each sheet is detailed on sheet 18,19, and 20 of 20.

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1q
Build Alternative

T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

	APN #	OWNER	PUE REQUIREMENTS	SLOPE/TCE REQUIREMENTS	R/W TAKE
1C	072-0340-079	HUNT ASSET MANAGEMENT LLC		163 SF	
2C	072-0340-033	BENVENUTI, DANIEL, JR & KAREN		2,442 SF	
3C	072-0450-103	BENVENUTI, DANIEL		172 SF	
4C	072-0340-033	VIKING LLC & JEROME M JOHNSON MARY JOICE		8,649 SF	
5C	072-1200-011	C R/R INC		639 SF	
6C	072-1200-001	C R/R INC		168 SF	
7C	072-0231-045	C R/R INC		3,359 SF	
7P	072-0231-045	C R/R INC	10,444 SF		
8C	072-0450-072	MCMILLAN GILMAN C		854 SF	
9C	072-0370-071	ELLIOTT WHITEROCK LLC		121,942 SF	
10C	072-0231-133	AEROJET GENERAL CORP EASTON DEV CO LLC		71,557 SF	
10P	072-0231-133	AEROJET GENERAL CORP EASTON DEV CO LLC	91,965 SF		
11C	072-0231-135	AEROJET GENERAL CORP		30,656 SF	
11P	072-0231-135	AEROJET GENERAL CORP	33,543 SF		
12C	072-0231-108	AEROJET GENERAL CORP		24,160 SF	
12P	072-0231-108	AEROJET GENERAL CORP	22,482 SF		
13C	072-0231-109	AEROJET GENERAL CORP		17,805 SF	
14C	072-0231-110	AEROJET GENERAL CORP		14,053 SF	
15C	072-0370-105	AEROJET GENERAL CORP		43,757 SF	
16C	072,0520-004	AEROJET GENERAL CORP		15,130 SF	

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1r
Build Alternative

T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

	APN #	OWNER	PUE REQUIREMENTS	SLOPE/TCE REQUIREMENTS	R/W TAKE
17C	072-0530-007	GENERAL ENVIRONMENTAL MANAGEMENT RANCHO			
17P	072-0530-007	GENERAL ENVIRONMENTAL MANAGEMENT RANCHO			
18C	072-0530-008	BFI MEDICAL WASTE INC.			
18P	072-0530-008	BFI MEDICAL WASTE INC.	4,680 SF		
19C	072-0370-104	AEROJET GENERAL CORP		572,900 SF	
19P	072-0370-104	AEROJET GENERAL CORP	110,305 SF		
19R	072-0370-104	AEROJET GENERAL CORP			53,017 SF
20C	072-0231-111	AEROJET GENERAL CORP		6,081 SF	
20P	072-0231-111	AEROJET GENERAL CORP	9,882 SF		
21C	072-0231-122	AEROJET GENERAL CORP		7,218 SF	
21P	072-0231-122	AEROJET GENERAL CORP	11,729 SF		
22C	072-0231-113	AEROJET GENERAL CORP		7,218 SF	
22P	072-0231-113	AEROJET GENERAL CORP	11,729 SF		
23C	072-0231-111	AEROJET GENERAL CORP		7,741 SF	
23P	072-0231-111	AEROJET GENERAL CORP	11,181 SF		
24C	072-0231-112	AEROJET GENERAL CORP		15,814 SF	
24P	072-0231-112	AEROJET GENERAL CORP	11,417 SF		
25C	072-0231-116	AEROJET GENERAL CORP		562,375 SF	
25P	072-0231-116	AEROJET GENERAL CORP	115,782 SF		
26C	072-0370-068	TSAKOPOULOS, JOHN RT 2005		208,900 SF	

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1s
Build Alternative

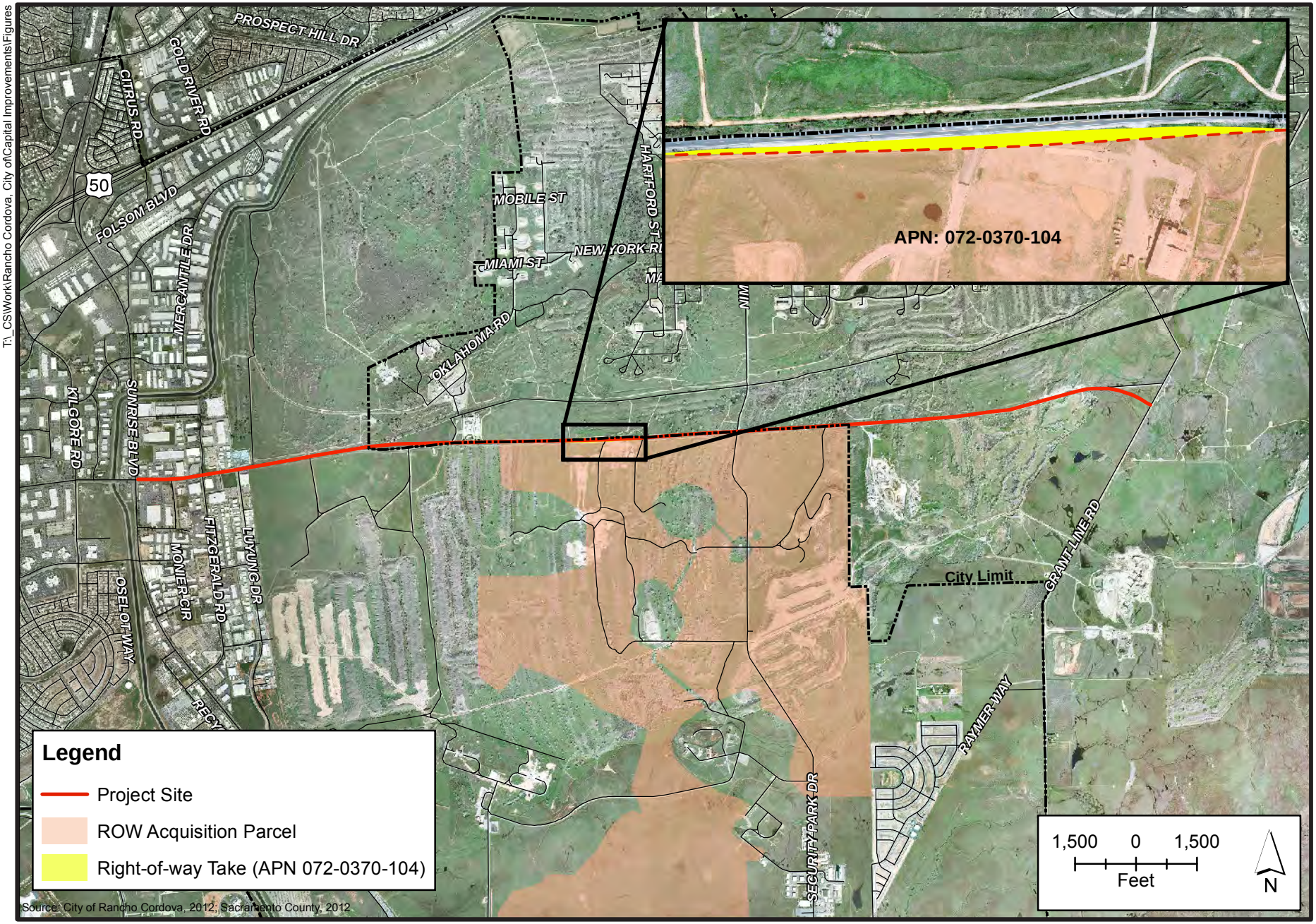
T:_CS\Work\Rancho Cordova, City of\Capital Improvements\White Rock Widening

	APN #	OWNER	PUE REQUIREMENTS	SLOPE/TCE REQUIREMENTS	R/W TAKE
26P	072-0370-068	TSAKOPOULOS, JOHN RT 2005	70,920 SF		
27C	072-0370-069	GRANT LINE ROAD PROPERTIES LLC		205,645 SF	
27P	072-0370-069	GRANT LINE ROAD PROPERTIES LLC	60,600 SF		
28C	072-0100-020	AEROJET GENERAL CORP		254,210 SF	
28P	072-0100-020	AEROJET GENERAL CORP	22,400 SF		
29C	072-0100-021	GRANT LINE ROAD PROPERTIES LLC		103,450 SF	
29P	072-0100-021	GRANT LINE ROAD PROPERTIES LLC	59,120 SF		
30C	072-0100-022	GRANT LINE ROAD PROPERTIES LLC		139,660 SF	
30P	072-0100-022	GRANT LINE ROAD PROPERTIES LLC	55,900 SF		

Source: Wood Rodgers

City of Rancho Cordova
Planning Department

Figure 1.4-1t
Build Alternative



T:_CS\Work\Rancho Cordova, City of\Capital Improvements\Figures

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Figure 1.4-2
Project Right of Way Acquisition

1.4.3 Identification of the Preferred Alternative

Following circulation of the IS/EA, the Build Alternative was identified as the preferred alternative. The Build Alternative was identified as the preferred alternative based on the following:

- The Build Alternative would meet the purpose and need by relieving future congestion and helping achieve the goals of regional and local transportation plans (see Section 2.1.5). It would also improve bicycle safety by adding bicycle lanes along the length of White Rock Road throughout the project limits. The No Build Alternative would not meet the purpose and need and would not address future congestion along this segment of White Rock Road. The No Build would result in LOS F along the portion of White Rock Road from Sunrise Boulevard to Grant Line Road. It would also fail to build bicycle facilities that would improve bicycle safety in the project area.

- The Build Alternative would result in minimal environmental impacts (see Mitigated Negative Declaration and FONSI) while producing benefits for the transportation network and traveling public

1.4.4 Alternatives Considered but Eliminated from Further Discussion Prior to Draft Environmental Document

CEQA requires an environmental document to identify any alternatives that were considered by the lead agency, but which were eliminated as infeasible during the planning process, and briefly explain the reasons for the lead agency's determination.

Eliminated Build Alternatives

Widening of White Rock Road from two lanes to four lanes from Sunrise Boulevard to Grant Line Road and beyond has been identified as a necessary improvement in the MTP/SCS 2035, SACOG's 2015/2018 MTIP, the City of Rancho Cordova's General Plan, and environmental analyses prepared for approved development projects in the area, as well as in numerous regional transportation studies. These documents and studies analyzed a wide variety of alternatives to alleviate congestion in the project area and found that widening of White Rock Road was critical to improving regional transportation. As such, the City did not consider any additional build alternatives during the planning process for the proposed project. However, multiple design variations were considered during project design. Since these variations were minor shifts in the alignment, they did not alleviate congestion or address the purpose and need of the project any better than the proposed build alternative; they also did not lessen the intensity of any potential environmental impacts. In terms of hazardous materials, minor shifts in the alignment would result in the acquisition of additional property from federal Superfund sites, potentially worsening a significant impact.

Transportation System Management/Transportation Demand Management Alternatives

Transportation system management (TSM) strategies increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. TSM also encourages ridesharing programs and automobile, public and private transit, and bicycle and pedestrian improvements as elements of a unified urban transportation system. Modal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and mass transit.

Transportation demand management (TDM) focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled (VMT) as well as increasing vehicle occupancy. TDM facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience. A typical activity would be the provision of contract funds to regional agencies that are actively promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals.

TSM and TDM alternatives have been eliminated as stand-alone alternatives because they are not considered feasible and would fail to meet the purpose and need of the project. The proposed project incorporates strategies of the TSM and TDM alternatives such as enhanced bicycle and pedestrian facilities. In addition, the Rio Del Oro development (planned south of the proposed project segment) will participate in capital improvements for transit service, including bus shelters and turn-outs.

1.5 Permits and Approvals Needed

The permits, reviews, and approvals listed in Table 1.5-1 would be required for project construction.

Table 1.5-1
Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service (USFWS)	Section 7 Consultation for Threatened and Endangered Species	A Biological Opinion issued by the USFWS on January 26, 2015.
State Historic Preservation Office (SHPO)	Section 106 consultation	SHPO concurrence was received on the Historic Property Survey Report on April 16, 2015. SHPO concurred with the FOE (No Adverse Effect) July 28, 2015.
Department of Toxic Substances Control/Regional Water Quality Control Board/USEPA	Approvals may be needed for work on contaminated properties within project area	Coordination is ongoing.