

Department of  
Community Development  
Lori A. Moss, Director



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

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

**JANUARY 29, 2016**

**TO: ALL INTERESTED PARTIES**

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

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

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

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

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

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

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

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

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

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

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

### PROJECT TITLE:

**HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT**

### CONTROL NUMBER:

2011-70062

### PROJECT PROPONENT(S):

Sacramento County Department of Transportation

### PROJECT DESCRIPTION AND LOCATION:

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

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

The project includes the following elements.

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

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

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

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

### PROJECT OBJECTIVES:

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

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

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

### ENVIRONMENTAL/LAND USE SETTING:

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

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

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

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

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

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

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

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

### **PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:**

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

### **Land Use**

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

**Aesthetics**

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

**Public Services**

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

**Drainage and Water Quality**

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

**Traffic and Circulation**

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

**Air Quality and Climate Change**

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

**Noise**

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

**Biological Resources**

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

**Cultural Resources**

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

**Hazardous Materials**

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

**INTENDED USES OF THE EIR:**

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

**Responsible Agencies**

- California Department of Transportation (Caltrans)

## **HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT**

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

# HAZEL AVENUE/U.S. 50 INTERCHANGE PROJECT

Plate NOP-1: Project Location

















