

## Project Report

### *For Project Approval*

On Route South Watt Avenue

Between Florin Road

And Jackson Road (SR-16)

APPROVAL RECOMMENDED:

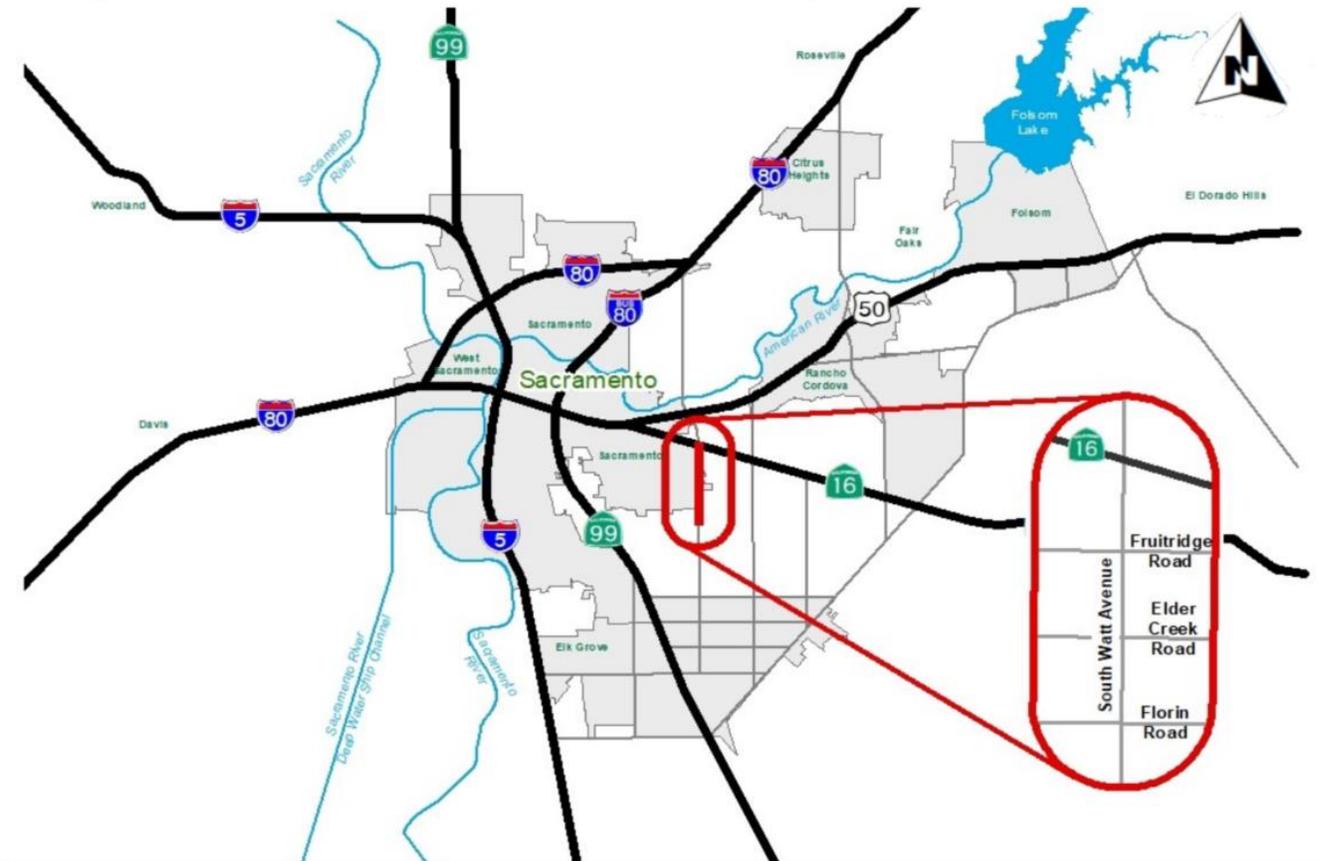
  
\_\_\_\_\_  
HEATHER A. YEE, Project Manager

PROJECT APPROVED:

  
\_\_\_\_\_  
STEVE WHITE, Chief of Engineering and Planning

4/28/21  
DATE

## Vicinity Map



Project Vicinity Map

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



*Heather A. Yee*

REGISTERED CIVIL ENGINEER

4/28/2021

DATE



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## 1. INTRODUCTION

Southern Sacramento County is a vibrant region of diverse communities, economic opportunity, and growth potential. With this growth comes a responsibility to ensure that the public infrastructure, including the transportation network that serves residents and business alike, can meet current demand and projected future needs. Transportation projects that address the holistic needs of the corridor- addressing immediate safety issues while planning for future expansion- promote responsible community growth.

South Watt Ave. is a critical transportation corridor for southern Sacramento County, providing freight and commuter access between Sacramento and Elk Grove and serving the rapidly growing communities in the area. The facility provides connections to U.S. 50 as well as key multimodal facilities, including the Sacramento Regional Transit light rail system and area greenways. In order to address key safety concerns while meeting the travel demand needs of the area, Sacramento County proposes to widen a section of South Watt Ave. between Florin Rd. and Jackson Rd. (S.R. 16). This roadway widening project is the **South Watt Ave. Improvement Project - Florin Road to Jackson Road.**

The proposed 3-mile long project will:

- Add 2 through traffic lanes
- Add 6 miles of sidewalks and bike lanes
- Create turn outs for future transit stops
- Improve 5 signalized intersections
- Replace the Morrison Creek Bridge

## 2. RECOMMENDATION

It is recommended that project be approved, as included in this Project Report, and that the project proceed to the design and right of way acquisition phase



### 3. BACKGROUND

Connecting the cities of Sacramento and Elk Grove, South Watt Ave. is a primary north-south corridor and major commuter facility that supports overall travel circulation in southern Sacramento County. The section of Watt Ave. north of Jackson Rd. is one of the region’s most heavily traveled routes and has already been widened north and south of the project to provide additional capacity, and there are no parallel corridors in close enough proximity that provide access to the same destinations as South Watt Avenue. Though there are no existing transit facilities within the project corridor, it provides access to the Sacramento Regional Transit light rail system and the Watt/Manlove Light Rail Station north of the project. Sacramento Regional Transit has plans to expand bus service to the south along South Watt Ave. and this project will provide bus turnouts and infrastructure to accommodate this.

This section of South Watt Ave. has been designated as a Surface Transportation Assistance Act of 1982 (STAA) truck route; recent traffic counts have indicated that between 9 and 10 percent of all vehicles traveling through the project area are trucks. South Watt Ave. provides access to several industrial and commercial facilities in the Florin-Perkins area, including the Florin/Fruitridge Industrial Park adjacent to the corridor and the Packard Bell and Depot Park facilities to the west; trucks traveling to and from these facilities use South Watt Ave. to access the regional freight highway network that includes U.S. 50, State Route 99, and I-5, and I-80. With the region experiencing substantial economic growth, freight traffic will continue to rely on South Watt Ave. to sustain its economic vitality.

#### ***Project Relationship to the South Watt Ave. Corridor***

The proposed project is the next critical step of improvements proposed for the South Watt Ave. corridor between Florin Rd. and Jackson Rd., increasing the capacity of the road way from a two-lane facility to a four-lane facility with bicycle, pedestrian, and transit accommodations. The ultimate configuration of the corridor will incorporate additional capacity improvements, widening the four-lane facility to a six-lane road way with similar multimodal accommodations.



North of the project, South Watt Ave. is a five to six-lane facility; because it provides connection to U.S. 50 and other regional corridors, commuters and freight traffic using South Watt Ave. within the project area face bottleneck conditions due to the limitation of the two-lane roadway. Construction of the project will facilitate movement within the larger north-south corridor.

#### 4. PURPOSE AND NEED

##### **Purpose:**

The purpose of the South Watt Ave. Improvement Project is to:



- Reduce congested Vehicle Miles Traveled (VMT) and reduce congestion
- Provide long term economic benefit
- Provide additional mode choices
- Improve safety for all road users
- Support planned infill
- Secure right of way for the long-term needs of regional traffic
- Protect water quality with modern storm water management practices

The corridor currently lacks complete bicycle and pedestrian facilities and has a high number of accidents (99 accidents with 3 fatalities between 1/2014 and 12/2018) triggering the need for additional transportation facilities. Consistent with the 2020 MTP this segment of South Watt will eventually need to be widened to 6-lanes. The presented project proposes to acquire the ultimate right of way needs for a 6-lane facility but only construct 4-lanes. This will allow for construction of permanent pedestrian, cyclists, transit, and stormwater facilities in their ultimate locations, preventing removal and reconstruction of this infrastructure when the road is ultimately widened to 6 lanes.

This project is identified as a Programmed Roadway Capacity need in SACOG’s 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) to address current and future capacity needs and to enhance mobility for all modes of travel in the South Sacramento area.

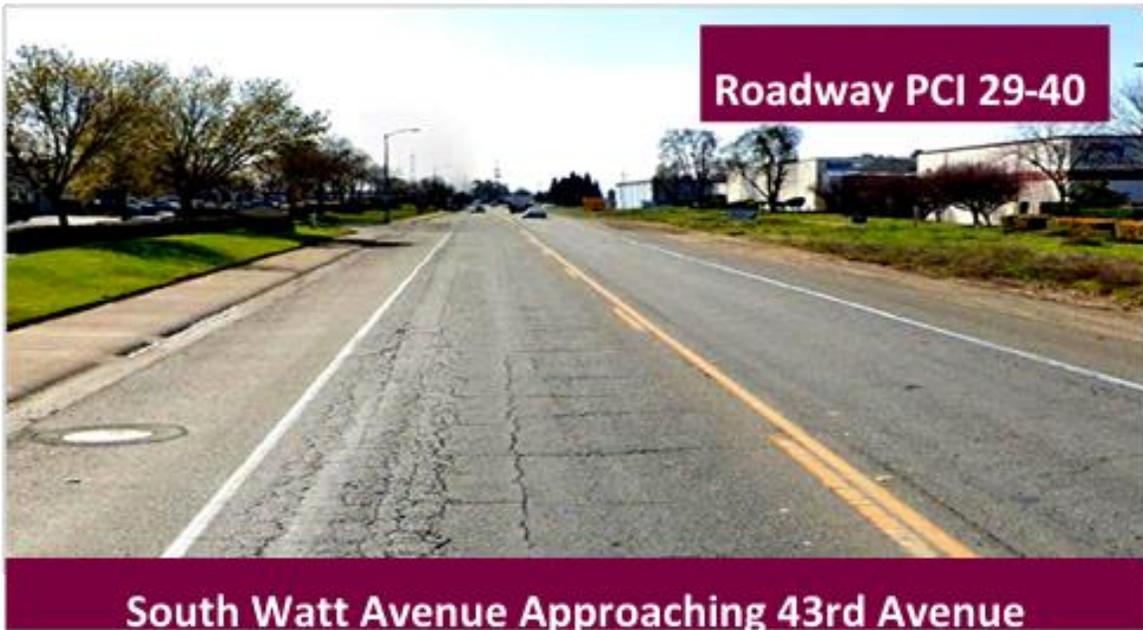
##### **Need:**

The South Watt Avenue Improvement project is needed to provide safe infrastructure along this corridor such as:

- Sidewalk construction
- Class II bike lanes

- Transit accommodations including bus stops
- Intersection and railroad crossing upgrades
- Traffic signal optimization
- Raised landscaped medians
- ADA Improvements
- Center left turn lanes

Many additional features will enhance safety, improve traffic operations, reduce travel time, and increase mobility for more modes of transportation.



## 5. CONSIDERATIONS REQUIRING DISCUSSION

The two primary risks for delivering this project on time are Right of Way acquisition and Environmental Permitting.

### A. Hazardous Materials Issues

Elevated concentrations of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. Sampling for aerially-deposited lead (ADL) in unpaved areas along the existing roadways where soil will be disturbed as part of the proposed project improvement areas is recommended.

Yellow traffic markings (thermoplastic and paint) were observed on South Watt Avenue. These yellow traffic markings may potentially contain hazardous levels of lead chromate. Yellow traffic markings removed separately from the adjacent pavement should be removed and sampled for lead chromate prior to construction, consistent with Caltrans' Standard Special Provisions.

Although not anticipated, should impacted soil (as evidenced by staining and/or odors) be encountered during construction activities, it is recommended that the Caltrans Unknown Hazard Procedures be implemented during construction activities. The resident engineer overseeing construction should have available field monitoring equipment (e.g., photoionization detector [PID]) to facilitate timely detection of potentially hazardous conditions in the field.

## **B. Right-of-Way Issues**

Right of way acquisition will be required for the project as well as temporary construction easements.

The right of way phase is being conducted by the County and is well underway. With an existing right of way corridor width of 110 feet, most acquisitions will be minor sliver takes and Temporary Construction Easements (TCE). There are only 9 minor acquisitions and several TCE's associated with the project. No relocation assistance will be required. Given this, the schedule for right of way is adequate and will meet the LPP approval deadlines.

## **C. Environmental Compliance**

The construction of South Watt Avenue, including the limits from Florin to Jackson Road is included in the approved FSEIR document for the North Vineyard Station Specific Plan Roadway Improvements. The County adopted the FEIR for the North Vineyard Station Specific Plan in August 1998 and a FSEIR for the North Vineyard Station Specific Plan Roadway Improvements in December 2007. The proposed project is consistent with the approved FSEIR. The Notice of Determination for the two adopted environmental documents are included in this Project Report as Attachments C and D. The complete environmental documents can be viewed at: <https://sacdot.saccounty.net/Pages/South-Watt-Avenue-Improvement-Project.aspx>

The FSEIR discusses the overall South Watt project's potential to impact the human, physical and biological environment. Specifically, the FEIR and FSEIR analyzed land use, public services, public facilities financing, noise, biological resources, population and housing, utilities and service systems, transportation/traffic, agricultural impacts, growth inducing impacts, hydrology and water quality, cultural resources, hazards and hazardous materials, and air quality. All potential impacts under CEQA associated with the overall project are addressed and avoidance, minimization and /or mitigation measures as discussed in the FEIR and FSEIR. If the scope of work or project limits, change prior to completion of the preliminary engineering (PA&ED phase), during the final design (PS&E phase), and/or during the construction phase, an Environmental Re-Evaluation will be required to confirm the FEIR and FSEIR

environmental documentation for CEQA remain appropriate and complete.

The County has reduced risk associated with environmental compliance by completing the work with County staff supported by the consultant design team. Environmental permitting will be minimal for this project. The highest risk permit and coordination will be with the Central Valley Flood Control Board (CVFCB) for the Morrison Creek Bridge Replacement. The CVFCB permit process typically takes 6-12 months, well within the project schedule. This risk is being mitigated with early and persistent coordination with this project stakeholder.

#### **D. Railroad Coordination**

While this proposed project will widen Watt Ave. to 4-lanes, the improved at grade crossing will accommodate a future ultimate roadway widening to 6-lanes. Accommodating the ultimate roadway width eliminates the need for extensive future railroad coordination.

#### **E. Life-Cycle Cost Analysis**

As demonstrated in the Cost Benefit Analysis (included as Attachment B), the South Wat Ave. Improvement Project will:

- Provide the region with overall Benefit/ Cost ratio of 9.6
- Annual average of over 1.4 million Person-Hours of time saved
- Improve safety by bringing the accident rate below the state's average for similar facilities
- Improve annual Air Quality by eliminating and estimated 5,585 tons of Co2 per year
- Increase trips by non-motorized forms of transportation (bicycle, pedestrian, and transit)

The California Life-Cycle Benefit/ Cost Analysis Model (Cal-B/C Sketch) version 7.2, dated February 2020 was utilized to determine the projects Benefit/ Cost ratio.

| South Watt Ave. Improvement Project |              |
|-------------------------------------|--------------|
| Project Evaluation Metric           | Benefit/Cost |
| Life-Cycle Costs (mil. \$)          | \$ 34.8 M    |
| Life-Cycle Benefits (mil. \$)       | \$ 334.5 M   |
| Net Present Value (mil. \$)         | \$ 299.6 M   |
| Benefit/Cost Ratio                  | 9.6          |
| Rate of Return on Investment        | 37.4 %       |
| Payback Period                      | 3 years      |

| South Watt Improvement Project (mil. \$) |                                |                    |                  |                     |                |
|--|--------------------------------|--------------------|------------------|---------------------|----------------|
| Merit Criteria                           | Benefit Categories             | Passenger Benefits | Freight Benefits | Total Over 20 Years | Average Annual |
| Economic                                 | Travel Time Savings            | \$ 222.1           | \$ 33.3          | \$ 254.4            | \$ 12.7        |
|  | Vehicle Operating Cost Savings | \$ 24.8            | \$ 3.7           | \$ 28.5             | \$ 1.4         |
| Safety                                   | Accident Cost Savings          | \$ 42.8            | \$ 4.2           | \$ 47.0             | \$ 2.3         |
| Community and Environmental              | Emission Cost Savings          | \$ 2.9             | \$ 1.8           | \$ 4.7              | \$ 0.2         |
| TOTAL BENEFITS                           |                                | \$ 291.5           | \$ 43.0          | \$ 334.5            | \$ 16.7        |

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### INVESTMENT ANALYSIS

SUMMARY RESULTS

|                               |         |
|-------------------------------|---------|
| Life-Cycle Costs (mil. \$)    | \$34.8  |
| Life-Cycle Benefits (mil. \$) | \$441.3 |
| Net Present Value (mil. \$)   | \$406.5 |
| Benefit / Cost Ratio:         | 12.7    |
| Rate of Return on Investment: | 49.5%   |
| Payback Period:               | 2 years |

| ITEMIZED BENEFITS (mil. \$) | Passenger Benefits | Freight Benefits | Total Over 20 Years | Average Annual |
|-----------------------------|--------------------|------------------|---------------------|----------------|
| Travel Time Savings         | \$221.1            | \$33.3           | \$254.4             | \$12.7         |
| Veh. Op. Cost Savings       | \$24.8             | \$3.7            | \$28.5              | \$1.4          |
| Accident Cost Savings       | \$140.0            | \$13.8           | \$153.8             | \$7.7          |
| Emission Cost Savings       | \$2.9              | \$1.8            | \$4.7               | \$0.2          |
| <b>TOTAL BENEFITS</b>       | <b>\$388.7</b>     | <b>\$52.6</b>    | <b>\$441.3</b>      | <b>\$22.1</b>  |
| Person-Hours of Time Saved  |                    |                  | 29,576,628          | 1,478,831      |

**Should benefit-cost results include:**

1) Induced Travel? (y/n)  Default = Y

2) Vehicle Operating Costs? (y/n)  Default = Y

3) Accident Costs? (y/n)  Default = Y

4) Vehicle Emissions? (y/n)  Default = Y  
includes value for CO<sub>2</sub>e

|                                   | Tons                |                | Value (mil. \$)     |                |
|-----------------------------------|---------------------|----------------|---------------------|----------------|
|                                   | Total Over 20 Years | Average Annual | Total Over 20 Years | Average Annual |
| <b>EMISSIONS REDUCTION</b>        |                     |                |                     |                |
| CO Emissions Saved                | 225                 | 11             | \$0.0               | \$0.0          |
| CO <sub>2</sub> Emissions Saved   | 111,358             | 5,568          | \$3.3               | \$0.2          |
| NO <sub>x</sub> Emissions Saved   | 109                 | 5              | \$1.2               | \$0.1          |
| PM <sub>10</sub> Emissions Saved  | 1.27                | 0              | \$0.1               | \$0.0          |
| PM <sub>2.5</sub> Emissions Saved | 1.22                | 0              |                     |                |
| SO <sub>x</sub> Emissions Saved   | 1.08                | 0              | \$0.1               | \$0.0          |
| VOC Emissions Saved               | 24.98               | 1              | \$0.0               | \$0.0          |

## 6. FUNDING, PROGRAMMING AND ESTIMATE

### Funding/ Programming

The programmed funding for the project include: \$13,277,000 in LPP funds, \$9,000,000 in STIP (State) funds, and \$12,758,000 in Local Funds (sales tax measure and development impact fees).

Programming of funds is as proposed in the following Project Programming Request (PPR) tables.

| Existing Total Project Cost (\$1,000s) |   |            |               |       |       |       |        |               | Implementing Agency |
|--|---|------------|---------------|-------|-------|-------|--------|---------------|---------------------|
| Component                              | Prior   | 21-22      | 22-23         | 23-24 | 24-25 | 25-26 | 26-27+ | Total         |                     |
| E&P (PA&ED)                            | 2,290   |            |               |       |       |       |        | 2,290         | Sacramento County   |
| PS&E                                   | 1,989   |            |               |       |       |       |        | 1,989         | Sacramento County   |
| R/W SUP (CT)                           |   |            |               |       |       |       |        |               | Sacramento County   |
| CON SUP (CT)                           |   |            |               |       |       |       |        |               | Sacramento County   |
| R/W                                    |   | 400        |               |       |       |       |        | 400           | Sacramento County   |
| CON                                    |   |            | 30,356        |       |       |       |        | 30,356        | Sacramento County   |
| <b>TOTAL</b>                           | <b>4,279</b>  | <b>400</b> | <b>30,356</b> |       |       |       |        | <b>35,035</b> |                     |
| Proposed Total Project Cost (\$1,000s) |   |            |               |       |       |       |        |               | Notes               |
| E&P (PA&ED)                            | 2,290   |            |               |       |       |       |        | 2,290         |                     |
| PS&E                                   | 1,989   |            |               |       |       |       |        | 1,989         |                     |
| R/W SUP (CT)                           |   |            |               |       |       |       |        |               |                     |
| CON SUP (CT)                           |   |            |               |       |       |       |        |               |                     |
| R/W                                    |   | 400        |               |       |       |       |        | 400           |                     |
| CON                                    |   |            | 30,356        |       |       |       |        | 30,356        |                     |
| <b>TOTAL</b>                           | <b>4,279</b>  | <b>400</b> | <b>30,356</b> |       |       |       |        | <b>35,035</b> |                     |
| <b>Fund #1:</b>                        | <b>Local Funds - Local Transportation Funds (Committed)</b> |            |               |       |       |       |        |               | <b>Program Code</b> |
|  |   |            |               |       |       |       |        |               | 20.10.400.100       |
| Existing Funding (\$1,000s)            |   |            |               |       |       |       |        |               | Funding Agency      |
| Component                              | Prior   | 21-22      | 22-23         | 23-24 | 24-25 | 25-26 | 26-27+ | Total         |                     |
| E&P (PA&ED)                            | 2,290   |            |               |       |       |       |        | 2,290         |                     |
| PS&E                                   | 100   |            |               |       |       |       |        | 100           |                     |
| R/W SUP (CT)                           |   |            |               |       |       |       |        |               |                     |
| CON SUP (CT)                           |   |            |               |       |       |       |        |               |                     |
| R/W                                    |   |            |               |       |       |       |        |               |                     |
| CON                                    |   |            | 4,640         |       |       |       |        | 4,640         |                     |
| <b>TOTAL</b>                           | <b>2,390</b>  |            | <b>4,640</b>  |       |       |       |        | <b>7,030</b>  |                     |
| Proposed Funding (\$1,000s)            |   |            |               |       |       |       |        |               | Notes               |
| E&P (PA&ED)                            | 2,290   |            |               |       |       |       |        | 2,290         |                     |
| PS&E                                   | 100   |            |               |       |       |       |        | 100           |                     |
| R/W SUP (CT)                           |   |            |               |       |       |       |        |               |                     |
| CON SUP (CT)                           |   |            |               |       |       |       |        |               |                     |
| R/W                                    |   |            |               |       |       |       |        |               |                     |
| CON                                    |   |            | 4,640         |       |       |       |        | 4,640         |                     |
| <b>TOTAL</b>                           | <b>2,390</b>  |            | <b>4,640</b>  |       |       |       |        | <b>7,030</b>  |                     |

Sacramento County – South Watt Avenue – Florin Road/ Jackson Road (SR-16)

| Fund #2:     | Local Funds - Developer Fees (Committed)                                    |            |               |       |       |       |        |               | Program Code                       |
|--------------|---|------------|---------------|-------|-------|-------|--------|---------------|------------------------------------|
|              | Existing Funding (\$1,000s)   |            |               |       |       |       |        |               | 20.10.400.100                      |
| Component    | Prior   | 21-22      | 22-23         | 23-24 | 24-25 | 25-26 | 26-27+ | Total         | Funding Agency                     |
| E&P (PA&ED)  |   |            |               |       |       |       |        |               |                                    |
| PS&E         | 1,889   |            |               |       |       |       |        | 1,889         |                                    |
| R/W SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| CON SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| R/W          |   | 400        |               |       |       |       |        | 400           |                                    |
| CON          |   |            | 3,439         |       |       |       |        | 3,439         |                                    |
| <b>TOTAL</b> | <b>1,889</b>  | <b>400</b> | <b>3,439</b>  |       |       |       |        | <b>5,728</b>  |                                    |
|              | Proposed Funding (\$1,000s)   |            |               |       |       |       |        |               | Notes                              |
| E&P (PA&ED)  |   |            |               |       |       |       |        |               |                                    |
| PS&E         | 1,889   |            |               |       |       |       |        | 1,889         |                                    |
| R/W SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| CON SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| R/W          |   | 400        |               |       |       |       |        | 400           |                                    |
| CON          |   |            | 3,439         |       |       |       |        | 3,439         |                                    |
| <b>TOTAL</b> | <b>1,889</b>  | <b>400</b> | <b>3,439</b>  |       |       |       |        | <b>5,728</b>  |                                    |
| Fund #3:     | RIP - State Cash (Committed)  |            |               |       |       |       |        |               | Program Code                       |
|              | Existing Funding (\$1,000s)   |            |               |       |       |       |        |               | 20.30.600.620                      |
| Component    | Prior   | 21-22      | 22-23         | 23-24 | 24-25 | 25-26 | 26-27+ | Total         | Funding Agency                     |
| E&P (PA&ED)  |   |            |               |       |       |       |        |               | Sacramento Area Council of Governm |
| PS&E         |   |            |               |       |       |       |        |               |                                    |
| R/W SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| CON SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| R/W          |   |            |               |       |       |       |        |               |                                    |
| CON          |   |            | 9,000         |       |       |       |        | 9,000         |                                    |
| <b>TOTAL</b> |   |            | <b>9,000</b>  |       |       |       |        | <b>9,000</b>  |                                    |
|              | Proposed Funding (\$1,000s)   |            |               |       |       |       |        |               | Notes                              |
| E&P (PA&ED)  |   |            |               |       |       |       |        |               |                                    |
| PS&E         |   |            |               |       |       |       |        |               |                                    |
| R/W SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| CON SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| R/W          |   |            |               |       |       |       |        |               |                                    |
| CON          |   |            | 9,000         |       |       |       |        | 9,000         |                                    |
| <b>TOTAL</b> |   |            | <b>9,000</b>  |       |       |       |        | <b>9,000</b>  |                                    |
| Fund #4:     | State SB1 LPP - Local Partnership Program - Competitive program (Committed) |            |               |       |       |       |        |               | Program Code                       |
|              | Existing Funding (\$1,000s)   |            |               |       |       |       |        |               | 20.30.210.210                      |
| Component    | Prior   | 21-22      | 22-23         | 23-24 | 24-25 | 25-26 | 26-27+ | Total         | Funding Agency                     |
| E&P (PA&ED)  |   |            |               |       |       |       |        |               |                                    |
| PS&E         |   |            |               |       |       |       |        |               |                                    |
| R/W SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| CON SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| R/W          |   |            |               |       |       |       |        |               |                                    |
| CON          |   |            | 13,277        |       |       |       |        | 13,277        |                                    |
| <b>TOTAL</b> |   |            | <b>13,277</b> |       |       |       |        | <b>13,277</b> |                                    |
|              | Proposed Funding (\$1,000s)   |            |               |       |       |       |        |               | Notes                              |
| E&P (PA&ED)  |   |            |               |       |       |       |        |               |                                    |
| PS&E         |   |            |               |       |       |       |        |               |                                    |
| R/W SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| CON SUP (CT) |   |            |               |       |       |       |        |               |                                    |
| R/W          |   |            |               |       |       |       |        |               |                                    |
| CON          |   |            | 13,277        |       |       |       |        | 13,277        |                                    |
| <b>TOTAL</b> |   |            | <b>13,277</b> |       |       |       |        | <b>13,277</b> |                                    |

Estimate

The total project cost estimate broken down by phase and escalated to the year of phase use dollars is provided in the following table below. The source of these funds are identified in the e-PPR/ Funding section.

| Project Phase                      | Cost per Phase       |
|------------------------------------|----------------------|
| Project Approval and Environmental | \$ 2,290,000         |
| Plans, Specs, Estimate             | \$ 1,989,000         |
| Right of Way                       | \$ 400,000           |
| Construction                       | \$ 30,356,000        |
| <b>Total Project Cost</b>          | <b>\$ 35,035,000</b> |

**7. DELIVERY SCHEDULE**

The following project milestone schedule is proposed for programming purposes:

| Project Milestone   |               |     | Existing | Proposed   |
|---|---------------|-----|----------|------------|
| Project Study Report Approved                                       |               |     |          |            |
| Begin Environmental (PA&ED) Phase                                   |               |     |          | 12/15/2006 |
| Circulate Draft Environmental Document                              | Document Type | EIR |          | 06/11/2007 |
| Draft Project Report  |               |     |          | 04/28/2021 |
| End Environmental Phase (PA&ED Milestone)                           |               |     |          | 12/05/2007 |
| Begin Design (PS&E) Phase   |               |     |          | 06/01/2021 |
| End Design Phase (Ready to List for Advertisement Milestone)        |               |     |          | 01/03/2023 |
| Begin Right of Way Phase  |               |     |          | 06/01/2021 |
| End Right of Way Phase (Right of Way Certification Milestone)       |               |     |          | 12/05/2022 |
| Begin Construction Phase (Contract Award Milestone)                 |               |     |          | 04/01/2023 |
| End Construction Phase (Construction Contract Acceptance Milestone) |               |     |          | 01/06/2025 |
| Begin Closeout Phase  |               |     |          | 04/01/2025 |
| End Closeout Phase (Closeout Report)                                |               |     |          | 10/01/2025 |

## **8. PROJECT PERSONNEL**

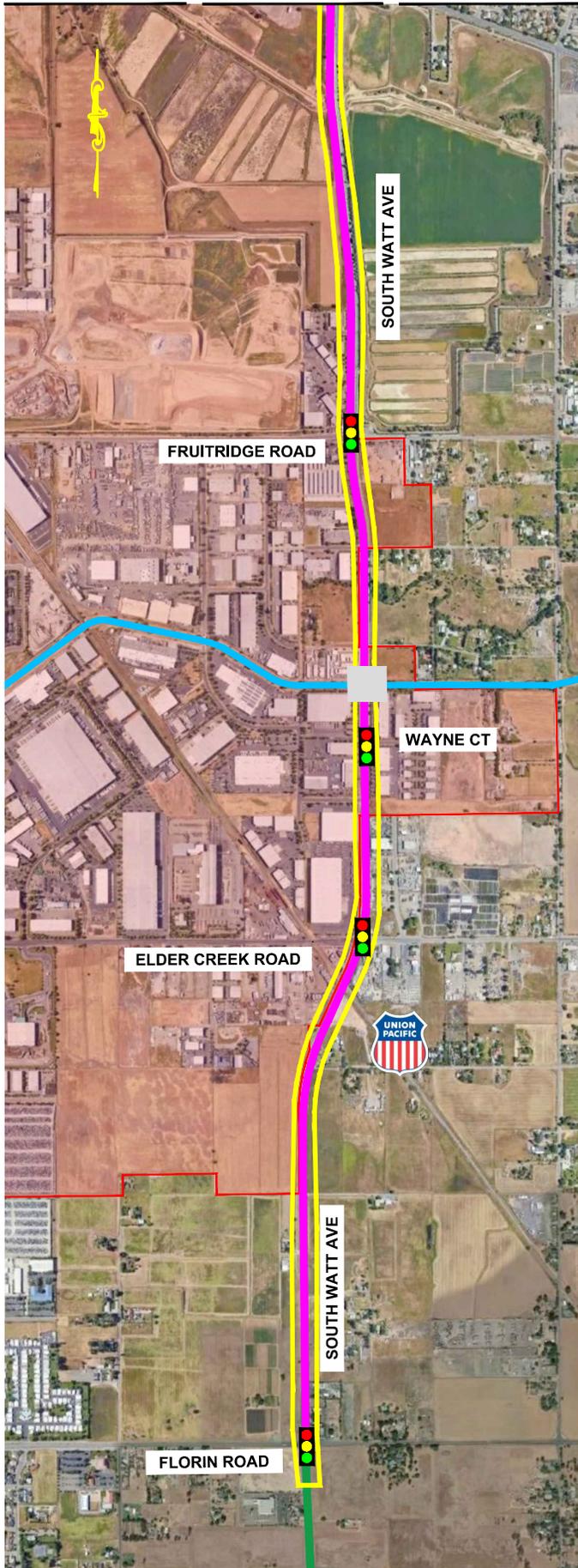
This project will be completed by the County of Sacramento, Department of Transportation, Capital Improvement Section. The current project manager is Heather Yee, [yeeh@saccounty.net](mailto:yeeh@saccounty.net) , Phone: 916-874-9182

The County has contracted with a consultant team to assist with the delivery of the project. The prime consultant is Dewberry | Drake Haglan.

## **9. ATTACHMENTS**

- A. Project Scope
- B. Life Cycle Analysis, Version 7.2
- C. Notice of Determination – North Vineyard Station Specific Plan (93-SFB-0238)  
Complete Environmental Document can be viewed at:  
<https://sacdot.saccounty.net/Pages/South-Watt-Avenue-Improvement-Project.aspx>
- D. Notice of Determination – North Vineyard Station Specific Plan Roadway  
Improvements (06-PWE-0194)  
Complete Environmental Document can be viewed at:  
<https://sacdot.saccounty.net/Pages/South-Watt-Avenue-Improvement-Project.aspx>

MATCH LINE



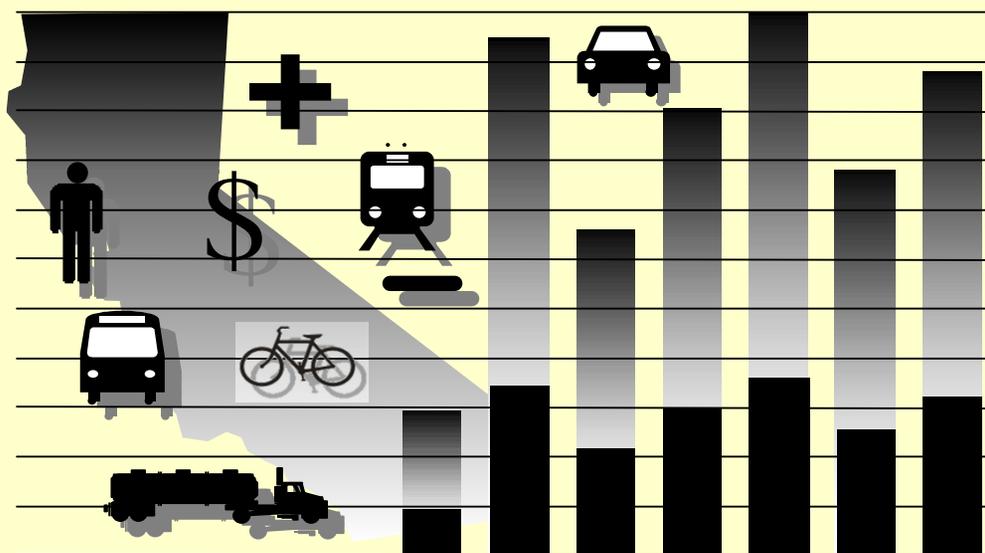
MATCH LINE

**LEGEND**

- CITY OF SACRAMENTO LIMITS
- MORRIS CREEK
- PROJECT LIMITS
- EXISTING 6 LANE FACILITY
- EXISTING 4 LANE FACILITY
- PROPOSED 4 LANE WIDENING WITH SIDEWALK/TRAIL AND BIKE LANE LIMITS
- EXISTING MULTI-USE TRAIL
- EXISTING BIKE LANES
- NEW SIGNAL WITH ITS ELEMENTS
- PROPOSED BRIDGE



# California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C Sketch) Version 7.2



Office of Transportation Economics  
Division of Transportation Planning

February 2020

For questions and comments, please contact:

Ryan Ong

[ryan.ong@dot.ca.gov](mailto:ryan.ong@dot.ca.gov)

District:

PROJECT:

EA:   
PPNO:

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows. Project costs (including maintenance and operating costs) should be net of costs without project.

**1A PROJECT DATA**

Type of Project:

Project Location:

Length of Construction Period:  years

One- or Two-Way Data:  enter 1 or 2

Length of Peak Period(s) (up to 24 hrs):  hours

**1C HIGHWAY ACCIDENT DATA**

Actual 3-Year Accident Data (from Table B)

|                                      | Count (No.) | Rate  |
|--------------------------------------|-------------|-------|
| Total Accidents (Tot)                | 99          | 1.24  |
| Fatal Accidents (Fat)                | 3           | 0.037 |
| Injury Accidents (Inj)               | 96          | 1.20  |
| Property Damage Only (PDO) Accidents | 0           | 0.00  |

Statewide Basic Average Accident Rate

|   | No Build | Build  |
|---|----------|--------|
| Rate Group                                |          |        |
| Accident Rate (per million vehicle-miles) | 1.47     | 1.10   |
| Percent Fatal Accidents (Pct Fat)         | 0.083%   | 0.033% |
| Percent Injury Accidents (Pct Inj)        | 0.880%   | 0.740% |

**1B HIGHWAY DESIGN AND TRAFFIC DATA**

Highway Design

|   | No Build | Build |
|---|----------|-------|
| Roadway Type (Fwy, Exp, Conv Hwy)               | C        | C     |
| Number of General Traffic Lanes                 | 2        | 4     |
| Number of HOV/HOT Lanes                         | 0        | 0     |
| HOV Restriction (2 or 3)                        |          |       |
| Exclusive ROW for Buses (y/n)                   | N        |       |
| Highway Free-Flow Speed                         | 28       | 36    |
| Ramp Design Speed (if aux. lane/off-ramp proj.) | 35       | 35    |
| Length (in miles)                               | 3.0      | 3.0   |
| Impacted Length                                 | 3.0      | 3.0   |

**1D RAIL AND TRANSIT DATA**

Annual Person-Trips

|                    | No Build | Build |
|--------------------|----------|-------|
| Base (Year 1)      |          |       |
| Forecast (Year 20) |          |       |

Percent Trips during Peak Period:

Percent New Trips from Parallel Highway:

Annual Vehicle-Miles

|                    | No Build | Build |
|--------------------|----------|-------|
| Base (Year 1)      |          |       |
| Forecast (Year 20) |          |       |

Average Vehicles/Train (if rail project):

Reduction in Transit Accidents

Percent Reduction (if safety project):

Average Transit Travel Time

|                                      | No Build | Build |
|--------------------------------------|----------|-------|
| In-Vehicle Non-Peak (in minutes)     | 0.0      | 0.0   |
| Peak (in minutes)                    | 0.0      | 0.0   |
| Out-of-Vehicle Non-Peak (in minutes) | 0.0      | 0.0   |
| Peak (in minutes)                    | 0.0      | 0.0   |

Highway Grade Crossing

|                               | Current | Year 1 | Year 20 |
|-------------------------------|---------|--------|---------|
| Annual Number of Trains       |         | 0      |         |
| Avg. Gate Down Time (in min.) |         | 0.0    |         |

Transit Agency Costs (if TMS project)

|   | No Build | Build |
|---|----------|-------|
| Annual Capital Expenditure              |          | \$0   |
| Annual Ops. and Maintenance Expenditure |          | \$0   |

**1E PROJECT COSTS (enter costs in thousands of dollars)**

| Year                       | Project Support | DIRECT PROJECT COSTS |              |            | SUBSEQUENT COSTS |                  | Transit Agency Cost Savings | TOTAL COSTS (in dollars) |              |
|----------------------------|-----------------|----------------------|--------------|------------|------------------|------------------|-----------------------------|--------------------------|--------------|
|                            |                 | R / W                | Construction | Maint./Op. | Rehab.           | Constant Dollars |                             | Present Value            |              |
| <b>Construction Period</b> |                 |                      |              |            |                  |                  |                             |                          |              |
| 1                          |                 | \$4,279              | \$400        | \$15,178   |                  |                  |                             | \$19,857,000             | \$19,857,000 |
| 2                          |                 |                      |              | \$15,178   |                  |                  |                             | \$15,178,000             | \$14,594,231 |
| 3                          |                 |                      |              |            |                  |                  |                             | 0                        | 0            |
| 4                          |                 |                      |              |            |                  |                  |                             | 0                        | 0            |
| 5                          |                 |                      |              |            |                  |                  |                             | 0                        | 0            |
| 6                          |                 |                      |              |            |                  |                  |                             | 0                        | 0            |
| 7                          |                 |                      |              |            |                  |                  |                             | 0                        | 0            |
| 8                          |                 |                      |              |            |                  |                  |                             | 0                        | 0            |
| <b>Project Open</b>        |                 |                      |              |            |                  |                  |                             |                          |              |
| 1                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$27,737     |
| 2                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$26,670     |
| 3                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$25,644     |
| 4                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$24,658     |
| 5                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$23,709     |
| 6                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$22,798     |
| 7                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$21,921     |
| 8                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$21,078     |
| 9                          |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$20,267     |
| 10                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$19,487     |
| 11                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$18,738     |
| 12                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$18,017     |
| 13                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$17,324     |
| 14                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$16,658     |
| 15                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$16,017     |
| 16                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$15,401     |
| 17                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$14,809     |
| 18                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$14,239     |
| 19                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$13,692     |
| 20                         |                 |                      |              | \$10       | \$20             |                  |                             | \$30,000                 | \$13,165     |
| <b>Total</b>               |                 | \$4,279              | \$400        | \$30,356   | \$200            | \$400            | \$0                         | \$35,635,000             | \$34,843,259 |

Present Value = Future Value (in Constant Dollars) / (1 + Real Discount Rate)^ Year

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

District: 3

PROJECT: South Watt Avenue Improvement Project - Florin Rd. to Jackson Rd.

EA:   
 PPNO:

3

### INVESTMENT ANALYSIS

#### SUMMARY RESULTS

|                                      |         |
|--------------------------------------|---------|
| <b>Life-Cycle Costs (mil. \$)</b>    | \$34.8  |
| <b>Life-Cycle Benefits (mil. \$)</b> | \$441.3 |
| <b>Net Present Value (mil. \$)</b>   | \$406.5 |
| <b>Benefit / Cost Ratio:</b>         |         |
|                                      | 12.7    |
| <b>Rate of Return on Investment:</b> |         |
|                                      | 49.5%   |
| <b>Payback Period:</b>               |         |
|                                      | 2 years |

| <b>ITEMIZED BENEFITS (mil. \$)</b> | Passenger<br>Benefits | Freight<br>Benefits | Total Over<br>20 Years | Average<br>Annual |
|------------------------------------|-----------------------|---------------------|------------------------|-------------------|
| <b>Travel Time Savings</b>         | \$221.1               | \$33.3              | \$254.4                | \$12.7            |
| <b>Veh. Op. Cost Savings</b>       | \$24.8                | \$3.7               | \$28.5                 | \$1.4             |
| <b>Accident Cost Savings</b>       | \$140.0               | \$13.8              | \$153.8                | \$7.7             |
| <b>Emission Cost Savings</b>       | \$2.9                 | \$1.8               | \$4.7                  | \$0.2             |
| <b>TOTAL BENEFITS</b>              | \$388.7               | \$52.6              | \$441.3                | \$22.1            |
| <b>Person-Hours of Time Saved</b>  |                       |                     | 29,576,628             | 1,478,831         |

**Should benefit-cost results include:**

**1) Induced Travel? (y/n)**   
Default = Y

**2) Vehicle Operating Costs? (y/n)**   
Default = Y

**3) Accident Costs? (y/n)**   
Default = Y

**4) Vehicle Emissions? (y/n)**   
Default = Y  
includes value for CO<sub>2</sub>e

| <b>EMISSIONS REDUCTION</b>              | <u>Tons</u>            |                   | <u>Value (mil. \$)</u> |                   |
|---|------------------------|-------------------|------------------------|-------------------|
|   | Total Over<br>20 Years | Average<br>Annual | Total Over<br>20 Years | Average<br>Annual |
| <b>CO Emissions Saved</b>               | 225                    | 11                | \$0.0                  | \$0.0             |
| <b>CO<sub>2</sub> Emissions Saved</b>   | 111,358                | 5,568             | \$3.3                  | \$0.2             |
| <b>NO<sub>x</sub> Emissions Saved</b>   | 109                    | 5                 | \$1.2                  | \$0.1             |
| <b>PM<sub>10</sub> Emissions Saved</b>  | 1.27                   | 0                 | \$0.1                  | \$0.0             |
| <b>PM<sub>2.5</sub> Emissions Saved</b> | 1.22                   | 0                 |                        |                   |
| <b>SO<sub>x</sub> Emissions Saved</b>   | 1.08                   | 0                 | \$0.1                  | \$0.0             |
| <b>VOC Emissions Saved</b>              | 24.98                  | 1                 | \$0.0                  | \$0.0             |

Transportation Economics  
Caltrans DOTP

Cal-B/C - 3) Results  
Cal-BC 72 Sketch

Page 1  
6/19/2020



RECORDING REQUESTED  
WHEN RECORDED MAIL TO:

County of Sacramento, Department of  
Environmental Review and Assessment  
827 Seventh Street, Room 220  
Sacramento, CA 95814

CONTACT PERSON: Dennis E. Yeast  
TELEPHONE: (916) 874-7914

**ENDORSED:**

**AUG 24 1998**

JOHN DARK, CLERK-RECORDER  
By John Dark, Deputy

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

**NOTICE OF DETERMINATION**

SUBJECT: FILING OF NOTICE OF DETERMINATION IN COMPLIANCE WITH SECTION 21108 OR 21152 OF THE PUBLIC RESOURCES CODE

|   |
|---|
| PROJECT TITLE: NORTH VINEYARD STATION SPECIFIC PLAN<br>CONTROL NUMBER(S): 93-SFB-0238<br>STATE CLEARINGHOUSE NUMBER (IF SUBMITTED): 96032057  |
| PROJECT LOCATION: The subject property consists of 1,594.5± acres located within the Vineyard Community Planning Area. The proposed project is bounded by Florin Road to the north, Gerber Road to the south, the northerly extension of Vineyard Road on the east, and generally by Elder Creek on the west. |
| ASSESSOR'S PARCEL NUMBER(S): Various  |
| DESCRIPTION OF PROJECT: (See attachment)  |

This is to advise that the County of Sacramento (Lead Agency Responsible Agency) has approved the above described project on August 12, 1998 and has made the following determinations concerning the above described project:

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation monitoring and reporting program [was was not] adopted.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.
7. California State Department of Fish and Game Fees (AB 3158)
  - a.  The project has been found to be de minimis thus not subject to the provisions of AB 3158.
  - b.  The project is not de minimis and is, therefore, subject to the following fees:
    - \$1,250 for review of a Negative Declaration
    - \$ 850 for review of an Environmental Impact Report
    - \$ 25 for County Fish and Game program processing fees.

This is to certify that the environmental document and record of project approval is available to the General Public at: 827 Seventh Street, Room 220, Sacramento, CA 95814.

ENVIRONMENTAL COORDINATOR OF  
SACRAMENTO COUNTY  
STATE OF CALIFORNIA

BY: Robert J. DeMoralles  
for Dennis E. Yeast  
Environmental Coordinator

Copy To:  State of California  
Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814  
 County of Sacramento  
County Clerk  
600 8th Street, Room 101  
Sacramento, CA 95814

ATTACHMENT

North Vineyard Station Specific Plan  
(Control Number: 93-SFB-0238)

The proposed project consists of the following:

1. A General Plan Amendment to change the land use designation of 1,594.5± acres from Urban Development Area to Low Density Residential, Medium Density Residential, Commercial and Office, and Recreation.
2. A General Plan Amendment to change the Transportation Diagram to designate Waterman Road between Florin Road and Gerber Road as an "Arterial" roadway.



RECORDING REQUESTED  
WHEN RECORDED MAIL TO:

ENDORSED:

DEC 14 2007

COUNTY OF SACRAMENTO  
DEPARTMENT OF ENVIRONMENTAL  
REVIEW AND ASSESSMENT  
827 SEVENTH STREET, ROOM 220  
SACRAMENTO, CA 95814

CRAIG A. KRAMER, CLERK-RECORDER  
By [Signature]  
DEPUTY

CONTACT PERSON: JOYCE HORIZUMI  
TELEPHONE: (916) 874-7914

SPACE ABOVE RESERVED FOR RECORDER'S USE

NOTICE OF DETERMINATION

SUBJECT:

Filing of Notice of Determination in compliance with SECTION 21108 or 21152 of the Public Resources Code

PROJECT TITLE:

NORTH VINEYARD STATION SPECIFIC PLAN ROADWAY IMPROVEMENTS

CONTROL NUMBER:

06-PWE-0194

STATE CLEARINGHOUSE NUMBER (IF SUBMITTED):

2006112105

PROJECT LOCATION:

The proposed project is located in the southern central section of Sacramento County and roughly bounded by Jackson Road to the north, Excelsior Road to the east, Calvine Road to the south and Elk Grove-Florin Road/South Watt Avenue to the west. The City of Sacramento borders and in some areas encompasses South Watt Avenue and the City of Elk Grove borders Calvine Road. The project roadways that extend east to west include Jackson Road, Elder Creek Road, Florin Road, Gerber Road and Calvine Road. Elk Grove-Florin Road/South Watt Avenue, Bradshaw Road, Vineyard Road and Excelsior Road extend north to south.

APN:

N/A

DESCRIPTION OF PROJECT:

The roadway improvements are a result of the traffic mitigation measures identified in the previously approved North Vineyard Station Specific Plan (NVSSP) Environmental Impact Report (EIR) and additional traffic analysis based on the proposed phasing of project development conducted since the approval of the EIR. These measures are in addition to the standard conditions applied to individual parcels within the North Vineyard Station Specific Plan area.

A summary of the roadway configuration at project completion is provided for each of the project roadways with the phasing of each improvement specified below. Construction timing of the project improvements is organized into recorded lot triggers, and frontage improvements are organized by geographic triggers. These recorded lot triggers are set at intervals that are determined by the number of recorded residential building lots. Improvements at each trigger are to commence construction prior to the recordation of that particular trigger. For example, improvements under trigger 901 would need to commence construction prior to the recordation of the 901<sup>st</sup> residential building lot. Frontage roadway improvements are phased based on geographic conditions, when the first residential lot is constructed in a given section of roadway; frontage improvements along that section of roadway are triggered. The phasing of project improvements may vary from planned phasing if deemed necessary by the Sacramento County Department of Transportation. The following comprise the proposed project roadway improvements.

**Bradshaw Road**

***Roadway Configuration Upon Completion of Project:***

- Six lanes from Calvine Road to Jackson Road
- Curb, gutter, and sidewalk on Bradshaw Road from Calvine Road to Jackson Road
- Box culverts with headwalls on Bradshaw Road at the Gerber Creek Crossing
- Improved bridge/culvert on Bradshaw Road from Tributary Road to Elder Creek Crossing and on Bradshaw Road at Morrison Creek Crossing
- Pedestrian signal and crossing on Bradshaw Road at Gerber Creek
- Traffic signal at Bradshaw Road and '9' Street, '10' Street and '11' Street
- Three through lanes on north and south legs of the intersection of Elder Creek Road at Bradshaw Road
- Upgraded signalized intersection at Bradshaw Road and Jackson Road

**Calvine Road**

***Roadway Configuration Upon Completion of Project:***

- Six lanes with median from Short Road to Vineyard Road
- Two lanes from Vineyard Road to Excelsior Road
- Shoulders on Calvine Road from Vineyard to Excelsior Road
- Widen the at-grade railroad crossing on Calvine Road at the CCTC Railroad
- Bridge/culvert improvements on Calvine Road at the CCTC railroad
- Bridge/culvert improvements on Calvine Road at the Laguna Creek Crossing west of Bradshaw Road
- Bridge/culvert improvements at Tributary No.1 to Laguna Creek Crossing just west of Excelsior Road

## **Elder Creek Road**

### ***Roadway Configuration Upon Completion of Project:***

- Shoulders on Elder Creek Road from South Watt Avenue to Excelsior Road
- Two through, two left turns, one right turn lane in the east and west direction (leg improvements) at Elder Creek Road and Bradshaw Road intersection
- ~~Four~~ Two lanes from South Watt Avenue to Excelsior Road

## **Elk Grove-Florin Road**

### ***Roadway Configuration Upon Completion of Project:***

- Six lanes from Calvine Road to Elder Creek Road
- New bridge on Elk Grove-Florin at the Elder Creek Crossing

## **Excelsior Road**

### ***Roadway Configuration Upon Completion of Project:***

- Two lanes and shoulders on Excelsior Road from Calvine Road to Jackson Road
- Three-way widened intersection at Excelsior Road and Elder Creek Road
- Improved bridge/culvert on Excelsior Road at the tributary to the Elder Creek Crossing between Florin Road and Elder Creek Road
- North and south bound standard six by four intersection at Excelsior Road and Jackson Road with two left turns, one right turn and two through lanes (intersection leg improvements) extending 450 feet from the intersection

## **Florin Road**

### ***Roadway Configuration Upon Completion of Project:***

- Four lanes with median from Elk Grove-Florin Road/South Watt Avenue to Bradshaw Road
- Four lanes from Bradshaw Road to Vineyard Road
- Three through lanes on north and south legs at the intersection of Florin Road and Elk Grove-Florin Road/South Watt Avenue
- Shoulders on the north side of Florin Road from Elk Grove-Florin Road/South Watt Avenue to Vineyard Road
- Shoulders on Florin Road from Vineyard Road to Excelsior Road
- Widen the at-grade railroad crossing and bridge/culvert on Florin Road at the CCTC Railroad crossing
- Curb, gutter and sidewalks on Florin Road (south side) from Elk Grove-Florin Road/South Watt Avenue to Excelsior Road
- New bridge on Florin Road at the Elder Creek crossing
- Improved bridge/culvert on Florin Road from Tributary No. 1 to Gerber Creek Crossing
- Four-way six by six intersection with three through lanes, two left turn lanes and one right turn lane (intersection leg improvements) extending 450 feet at the intersection of Florin Road and Bradshaw Road
- Widened intersection of Florin Road and Vineyard Road including pavement and curb return (public street improvements) for a three-way six by two-plus intersection signal and two through lanes, two left turn lanes and one right turn lane (intersection leg improvements) extending 450 feet at the intersection
- New pavement and curb return (public street improvements) for a four-way intersection with two through lanes, two left turn lanes and one right turn lane (intersection leg improvements) extending 450 feet at the intersection of Florin Road and Excelsior Road
- Three-way six by four intersection with signal at Florin Road and Waterman Road
- Improved intersection and signals at Florin Road and '8' Street
- Improved intersection and signals at Florin Road and '9' Street
- Improved intersection and signals at Florin Road and '12' Street
- Modified signalization at the intersection of Florin Road and the Elk Grove-Florin Road/South Watt Avenue

## **Gerber Road**

### ***Roadway Configuration Upon Completion of Project:***

- Four lanes with median on Gerber Road from Elk Grove-Florin Road to Vineyard Road
- Curb, gutter and sidewalks on Gerber Road (north side) from Gerber Creek Crossing #3 to Vineyard Road
- Shoulders on Gerber Road from Vineyard Road to Excelsior Road
- Improved bridge/culvert on Gerber Road at the Gerber Creek Crossing No. 1 just east of the Vineyard Road
- Two new box culverts with headwalls on Gerber Road at Gerber Creek Crossing #2 (just east of Bradshaw Road)
- Two new box culverts with headwalls on Gerber Road at Gerber Creek Crossing #3 (just west of Bradshaw Road)
- Four-way four by six intersection with two left turn and one right turn lane for each intersection leg and two through lanes on Gerber Road and three through lanes on Elk Grove-Florin Road in each direction (intersection leg improvements) extending 450 feet from the intersection
- Four by six intersection with two left turn and one right turn lane for each intersection leg and two through lanes on Gerber Road and three through lanes on Bradshaw Road in each direction (intersection leg improvements) extending 450 feet from the intersection
- New intersection at Gerber Road and Vineyard Road with pavement and curb returns (public street improvements) for a four-way four by two-plus intersection with two left turn and one right turn for each intersection leg and two through lanes on Gerber Road and one through lane on Vineyard Road (intersection leg improvements) extending 450 feet from the intersection
- New pavement and curb returns (public street improvements) at the four-way intersection of Gerber Road and Excelsior Road with two left turns, one right turn and two through lanes (intersection leg improvements) extending 450 feet from the intersection
- Three-way four by two intersection with signal at Gerber Road and existing Passallis Lane ('1' Street),
- Three-way four by four intersection with signal at Gerber Road and Waterman Road
- Signal at Gerber Road and '2' Street based on a three-way four by two intersection

## **Jackson Road**

### ***Roadway Configuration Upon Completion of Project:***

- Four lanes with median from South Watt Avenue to Excelsior Road
- Four-way four by six intersection and signal at the intersection of Jackson Road and South Watt Avenue with two left turns and one right turn lanes for each intersection leg, three through lanes on South Watt Avenue and two through lanes on Jackson Road (intersection leg improvements) extending 450 feet from the intersection
- Two left-turns, one right turn lane and two through lanes in the eastbound direction on Jackson Road at Bradshaw Road
- Improved bridge/culvert on Jackson Road at the Morrison Creek Crossing just east of Bradshaw Road

**South Watt Avenue**

**Roadway Configuration Upon Completion of Project:**

- Six lanes with median from Florin Road to Folsom Boulevard
- Four-way four by six intersection and signal including a turn lane at South Watt Avenue and Elder Creek Road

**Vineyard Road**

**Roadway Configuration Upon Completion of Project:**

- Two lanes with shoulders from Calvine Road to Gerber Road
- Two lanes, a center two-way turn lane, and curb, gutter, and sidewalks from Gerber Road to Florin Road
- Improved intersection and signals at Vineyard Road and '15' Street

**NAME OF PUBLIC AGENCY APPROVING PROJECT:**

Sacramento County

**NAME OF PERSON OR AGENCY CARRYING OUT PROJECT:**

Sacramento County, Municipal Services Agency  
Department of Transportation

This is to advise that the County of Sacramento (Lead Agency ) has approved the above described project on December 5, 2007 and has made the following determinations concerning the above described project.

1. The project **will** have a significant effect on the environment.
2. A **Final Supplemental Environmental Impact Report** was certified as adequate and complete on **December5, 2007**.
3. Mitigation measures **were** made a condition of the approval of the project.
4. A mitigation monitoring and reporting program **was** adopted.
5. A statement of Overriding Considerations **was** adopted for this project.
6. Findings **were** made pursuant to the provisions of CEQA.
7. California State Department of Fish and Game Code §711.4

The project has been found to:

**a. Be subject to the following fees:**

- i. **\$2,500 for review of an Environmental Impact Report.**
- ii. **\$23 for County Fish and Game program processing fees.**

**Joyce Horizumi**

ENVIRONMENTAL COORDINATOR OF  
SACRAMENTO COUNTY, STATE OF CALIFORNIA

**Copy To:**

\_\_\_\_\_ County of Sacramento County Clerk, 600 8th Street, Room 101 Sacramento, CA 95814  
\_\_\_\_\_ State of California OPR, 1400 Tenth Street, Room121 Sacramento, CA 95814