City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

REVISED MITIGATED NEGATIVE DECLARATION

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

Rio Linda Blvd Bridge Replacement Project (T15095200) - The project consists of replacing the Rio Linda Bridge; realigning Magpie Creek to allow for realigning Main Ave within the City's existing right-of-way to intersect with Rio Linda Blvd at a right angle; constructing left and right turn lanes from Main Ave onto Rio Linda Blvd, new crosswalks, access to the Northern Sacramento Bike Trail, and installation of a traffic signal. One through lane will be provided in each direction along Rio Linda Blvd with an additional receiving lane to accommodate the required dual left turns from Main Ave. The Rio Linda Blvd roadway profile will be raised slightly to provide the required hydraulic clearance.

The Rio Linda Blvd Bridge widening will require the overhead utilities along Main Ave and Rio Linda Blvd to be relocated. The water line currently attached to the barrier of the existing bridge will be relocated under the new Magpie Creek alignment. The existing Northern Sacramento Bike Trail Bridge over Magpie Creek will be removed and realigned due to the creek realignment and will connect with the new structure across Rio Linda Blvd. To allow equipment to access the project site, vegetation would be removed within the footprint of the proposed bridge. Traffic along both Main Ave and Rio Linda Blvd will be maintained during construction. Access to the adjacent businesses will be accommodated and remain open during construction. Removal of the existing bridge will require a portion of the new bridge to be constructed and traffic shifted over. The realignment of Magpie Creek will require a small portion of right-of-way acquisition on the east side of Rio Linda Blvd.

The project is located in the City of Sacramento, Sacramento County, California. The existing bridge crosses Magpie Creek just south of the intersection of Rio Linda Boulevard and Main Avenue.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code. The public review period is June 13, 2013 to July 15, 2013. The attached Initial Study includes an appendix that includes written comments received during the public review period, and responses.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement). The document is also available on the CDD website at: http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

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

By: _____

Date: August 2, 2013

RIO LINDA BOULEVARD BRIDGE REPLACEMENT PROJECT
T15095200

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

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

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

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	Rio Linda Boulevard Bridge Replacement Project
Project Location:	The Rio Linda Boulevard Bridge Replacement project is located in the City of Sacramento, California. The existing bridge crosses Magpie Creek just south of the intersection of Rio Linda Boulevard and Main Avenue.
Project Applicant:	City of Sacramento
Project Planner:	Jesse Gothan, Associate Engineer City of Sacramento, Department of Public Works Engineering Services 915 I Street Rm 200 Sacramento, CA 95814 Phone: 916-808-6897 E-mail: JGothan@cityofsacramento.org
Environmental Planner:	Scott Johnson, Environmental Planner Community Development Department Environmental Planning Services 300 Richards Blvd., 3rd Floor Sacramento, CA 95835 Phone: (916) 808-5842 E-mail: SRJohnson@cityofsacramento.org
Date Initial Study Completed:	

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

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

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

SECTION II - PROJECT DESCRIPTION

Introduction

This Initial Study with Proposed Mitigated Negative Declaration was prepared for the Rio Linda Boulevard Bridge Replacement Project (project), located in the City of Sacramento, California (Figure1 Project Location and Figure 2 Project Features). The existing bridge crosses Magpie Creek just south of the intersection of Rio Linda Boulevard and Main Avenue. The project lies within the following: Township (T) 9North & Range (R) 5East, Sections 10 & 11 of the Rio Linda United States Geological Survey (USGS) 7 ½ Minute Quadrangles. The City of Sacramento (City), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the Rio Linda Boulevard Bridge over Magpie Creek and make improvements to the Rio Linda Boulevard/Main Avenue intersection.

The existing Rio Linda Boulevard Bridge (Bridge #24C-0129) is a two-lane, four span reinforced concrete slab bridge located just south of the intersection of Main Avenue and Rio Linda Boulevard. Constructed in 1937, the bridge carries Rio Linda Boulevard over Magpie Creek. Main Avenue ties into Rio Linda Boulevard at an extreme skew to avoid the northeast-southwest trending Magpie Creek, causing Main Avenue to be outside of the City's existing right-of-way (ROW).

The existing Rio Linda Boulevard Bridge is rated "functionally obsolete and structurally deficient" by Caltrans under Federal Highway Administration due to a lack of shoulders, sub-standard railing, and poor approach geometrics. The bridge currently includes 30-inch railings which do not meet Caltrans standard safety recommendation of a minimum height of 54-inches. Additionally, the bridge contains no shoulders, the project will incorporate 6-foot wide shoulder/bike lane, which is consistent with current City standards. The poor approach geometrics caused by the skewed intersection combined with a narrow bridge and lack of traffic signals cause vehicular congestion and hazardous travel conditions for both vehicular and pedestrian traffic. A replacement bridge and realignment of Main Avenue/Rio Linda Boulevard intersection into a right-angle intersection will alleviate vehicular congestion and greatly improve safety conditions for both vehicles and pedestrians.

Project Background

<u>Alternatives Considered but Eliminated from Further Discussion:</u>
In 2009 the City of Sacramento drafted a Technical Memorandum analyzing two bridge alternatives. One alternative was eliminated prior to the Draft MND, while the other alternative has been developed further and is now the build alternative in the project discussed in this Draft MND. Below is a discussion of the alternative considered but eliminated from further discussion.

The alternative eliminated would require a structure of over 130 feet long to span the skewed crossing under the proposed intersection to avoid realigning the creek. The alternative eliminated included keeping the creek at its existing location. The proposed alternative was found not to meet the purpose and need objectives of the proposed project as identified in this Draft MND.

The alternative creek alignment was developed using existing studies/reports, information obtained through field surveys and observation, and input attained through meetings with City Staff.

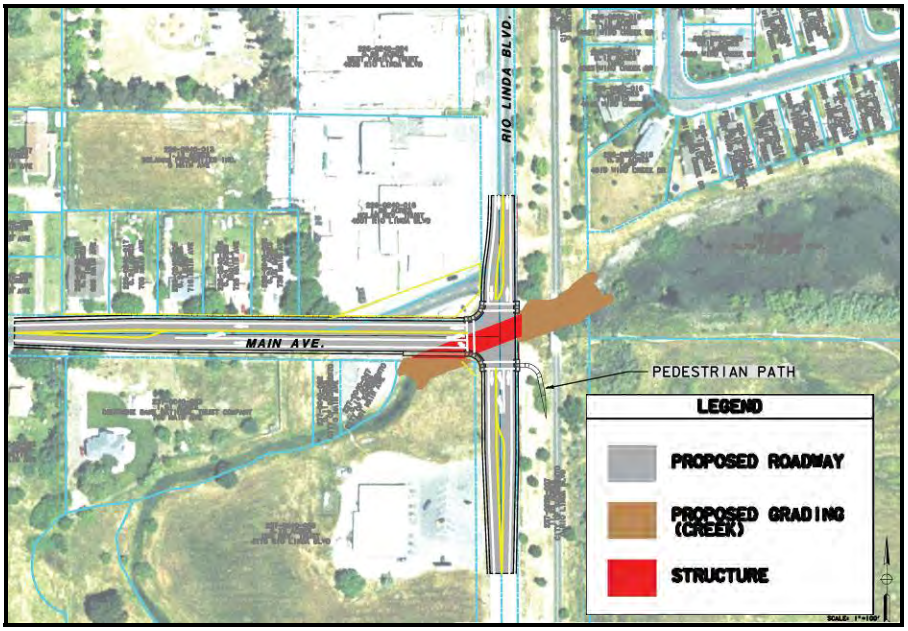
- Technical Memorandum Alternative - Creek alignment conforms to the existing creek at a skewed crossing under the proposed intersection.

The alternative maintains the existing creek alignment, resulting in the proposed intersection spanning over the existing creek. The replacement structure would need to be over 130 feet long to span this skewed crossing under the proposed intersection. Construction staging and traffic control would be more difficult with the existing creek alignment alternative, given the concentration of work right at the intersection.

Due to the following factors this alternative is not recommended:

- Culvert would be closed bottom;
- Culvert would be over 130 feet long;
- Maintenance cost (debris would accumulate and be a hazard as well as a maintenance liability for the City) ;
- Attractive nuisance;
- Adverse impacts during construction (possible road closure); and
- Overall high cost of construction.

Alternative Considered but Eliminated from Further Discussion



Source: City of Sacramento Department of Public Works Technical Memorandum Main Avenue/Rio Linda Boulevard Bridge Replacement and Intersection Realignment Project; July 30, 2009. Prepared By: Dokken Engineering

Project Description

The Rio Linda Boulevard Bridge Replacement project is located in the City of Sacramento, California. The existing bridge crosses Magpie Creek just south of the intersection of Rio Linda Boulevard and Main Avenue. The City of Sacramento is the California Environmental Quality Act (CEQA) lead and California Department of Transportation (Caltrans) is the National Environmental Policy Act (NEPA) lead.

Project Need

The Caltrans Bridge Inspection Report dated January 31, 2012 for the existing bridge identifies a Sufficiency Rating (SR) of 48.9 and a status of "Structurally Deficient". The Local Assistance Program Guidelines recommends replacement of bridges with a SR < 50. The bridge currently has 30" railings, which are sub-standard to Caltrans recommendation of a minimum height of 54". Currently Rio Linda Bridge has no shoulders; Caltrans standard recommends 6 foot shoulders. The poor approach geometrics cause vehicles traveling east on Main Avenue turning south onto Rio Linda Boulevard to turn into oncoming traffic and/or potentially damage the bridge railing. There is vehicle queuing within the Rio Linda Boulevard and Main Avenue intersection. Also, currently there is poor pedestrian connectivity with the Northern Sacramento Bike Trail. There is a lack of a Class II bike lane through the project area.

Project Purpose

The purpose of the Rio Linda Boulevard Bridge Replacement Project is to:

- Enhance safety on Rio Linda Boulevard and Main Avenue by: 1) realign Main Avenue perpendicular to Rio Linda Boulevard; 2) widen the Rio Linda Boulevard bridge to meet standards; 3) increase the height of the bridge railing to meet Caltrans standards;
- Decrease vehicle queuing conflicts by increasing turn pocket length;
- Improve pedestrian and bicycle facilities by adding a Class II bike lane on Rio Linda Boulevard through the intersection and providing connectivity with the Northern Sacramento Bike Trail.

The existing bridge is a two-lane, four-span reinforced concrete slab (built in 1937) located just south of the intersection of Main Avenue and Rio Linda Boulevard. The Rio Linda Boulevard/Main Avenue Intersection has three legs with all-way stop control and single lanes on each approach. Main Avenue ties into Rio Linda Boulevard at an extreme skew to avoid Magpie Creek causing Main Avenue to be outside of the City's existing right-of-way.

The proposed improvements will include realigning Magpie Creek to the south leg of the intersection with Main Avenue and will cross perpendicular to Rio Linda Boulevard. The improvements will also include realigning Main Avenue within the City's existing right-of-way and intersect Rio Linda Boulevard at a right angle, constructing left and right turn lanes from Main Avenue onto Rio Linda Boulevard, new crosswalks, access to the Northern Sacramento Bike Trail, and installation of a traffic signal. One through lane will be provided in each direction along Rio Linda Boulevard with an additional receiving lane to accommodate the required dual left turns from Main Avenue. The new structure will be constructed wide enough to allow for the future four lane roadway section and Class II bike lanes. The Rio Linda Boulevard roadway profile will be raised slightly to provide hydraulic clearance required for the design storm.

The roadway widening will require the overhead utilities along Main Avenue and Rio Linda Boulevard to be relocated. The water line currently attached to the barrier of the existing bridge will be relocated under the new Magpie Creek alignment. The existing Northern Sacramento Bike Trail Bridge over Magpie Creek will be removed and realigned due to the creek realignment and will connect with the new structure across Rio Linda Boulevard.

To allow equipment to access the project site, vegetation would be removed within the footprint of the proposed bridge. The realignment activities would take place in a way that would allow for

the existing creek alignment to be closed the same day the new realigned creek channel would be opened. The creek realignment would only take place once the new bridge is constructed and grading has taken place for the new creek channel which would include it being graded to a natural undulating landscape.

Traffic along both Main Avenue and Rio Linda Boulevard will be maintained during construction. The realignment of Magpie Creek will require a small portion of right-of-way acquisition on the east side of Rio Linda Boulevard. Access to the adjacent businesses will be accommodated and remain open during construction. Removal of the existing bridge will require a portion of the new bridge to be constructed and traffic shifted over. The contractor will be required to install temporary Best Management Practices (BMP's) to control any runoff or erosion from the project site, into the surrounding waterways. These temporary BMP's will be installed prior to any construction operations and will be in place for the duration of the contract.

No-Build (No-Project) Alternative:
Under the No-Build (No Project) Alternative, the functionally obsolete and structurally deficient bridge would not be replaced. Widening the bridge to current standards, including shoulders and provision for future addition of bicycle and pedestrian facilities, would not occur. The No-Build Alternative would not construct a new bridge over Magpie Creek and would keep the Main Avenue and Rio Linda Boulevard in its existing extreme skewed location. Main Avenue would remain outside the City's existing right of way. The No-Build Alternative does not meet the proposed project's purpose and need.

Construction Access, Staging and Methods:

Project Access and Staging Areas
To allow equipment to access the project site, vegetation would be removed within the footprint of the proposed bridge. Access would be from the existing Rio Linda Boulevard and Main Avenue roads. Construction and equipment staging is proposed to be at the southwest of the project area on the open field adjacent to Rio Linda Boulevard.

Anticipated Construction Equipment
Typical construction equipment would include the following:

- Crane
- Backhoe
- Excavator
- Concrete saw (removal of existing road and bridge)
- Cement truck
- Paver
- Rollers
- Motor grader
- Dump truck
- Light tools (ie saws, jackhammer)

Most construction related noise would occur during the existing bridge and road removal. This operation would likely include noise from concrete hammers and jackhammers.

Utilities
Relocation of utilities within the project area is anticipated (see Utilities Section). Existing utilities within the project limits include natural gas, water, sewer, and telecommunications service. Natural gas is provided by Pacific Gas and Electric Company (PG&E). Sacramento Municipal

Utility District (SMUD) is an overhead utility providing electricity. The City provides municipal water service within the project area, while Sacramento County Sacramento Regional County Sanitation District (SRCSD) provides wastewater collection (sewer) within the project area. Telecommunications services in the project area are provided by AT&T and Comcast.

Permits
The permits, reviews and approvals listed below would be required for project construction.

Table 1. Required

Responsible Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Clean Water Act Section 404 authorization for fill of waters of the United States	Early Site Visit held on November 13, 2012 (Lisa Gibson in attendance); Preliminary Creek Grading plan e-mailed on April 12, 2013
California Department of Fish and Wildlife	California Fish and Wildlife Code Section 1602 streambed alteration agreement	Early Site Visit held on November 13, 2012 (Amy Kennedy in attendance); Natural Environment Study e-mailed to Amy Kennedy on February 13, 2013; Preliminary Creek Grading plan e-mailed on April 12, 2013
Central Valley Regional Water Quality Control Board	Clean Water Act Section 401 water quality certification	Not yet initiated
Regional Water Quality Control Board	National Pollutant Discharge Elimination System 402 General Permit for Storm Water Discharges Associated with Construction Activity	Not yet initiated

Early Coordination Efforts:

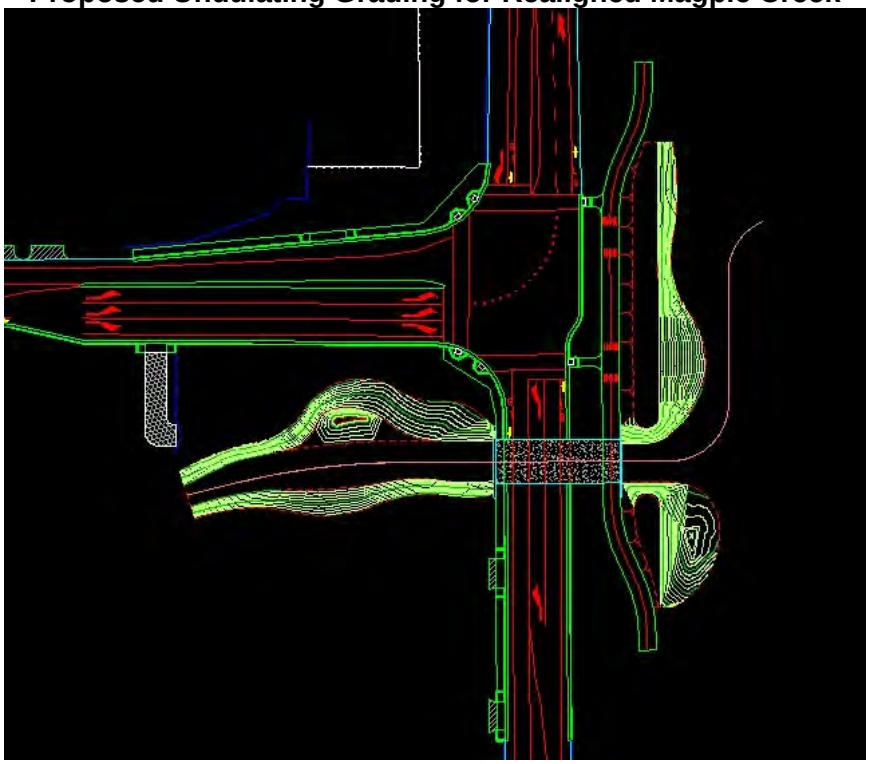
In an effort to involve agencies in the design and environmental process an early site visit was conducted with California Department of Fish and Wildlife (CDFW) and US Army Corps of Engineers (USACE). The meeting was held at the project site on November 13, 2012. The attendees included: Amy Kennedy (CDFW), Lisa Gibson (USACE), Jesse Gothan (City of Sacramento), Scott Johnson (City of Sacramento), Adrian Engel (Mark Thomas & Co), Aaron Silva (Mark Thomas & Co), Namat Hosseinion (Dokken Engineering), and Carlene Grecco (Dokken Engineering).

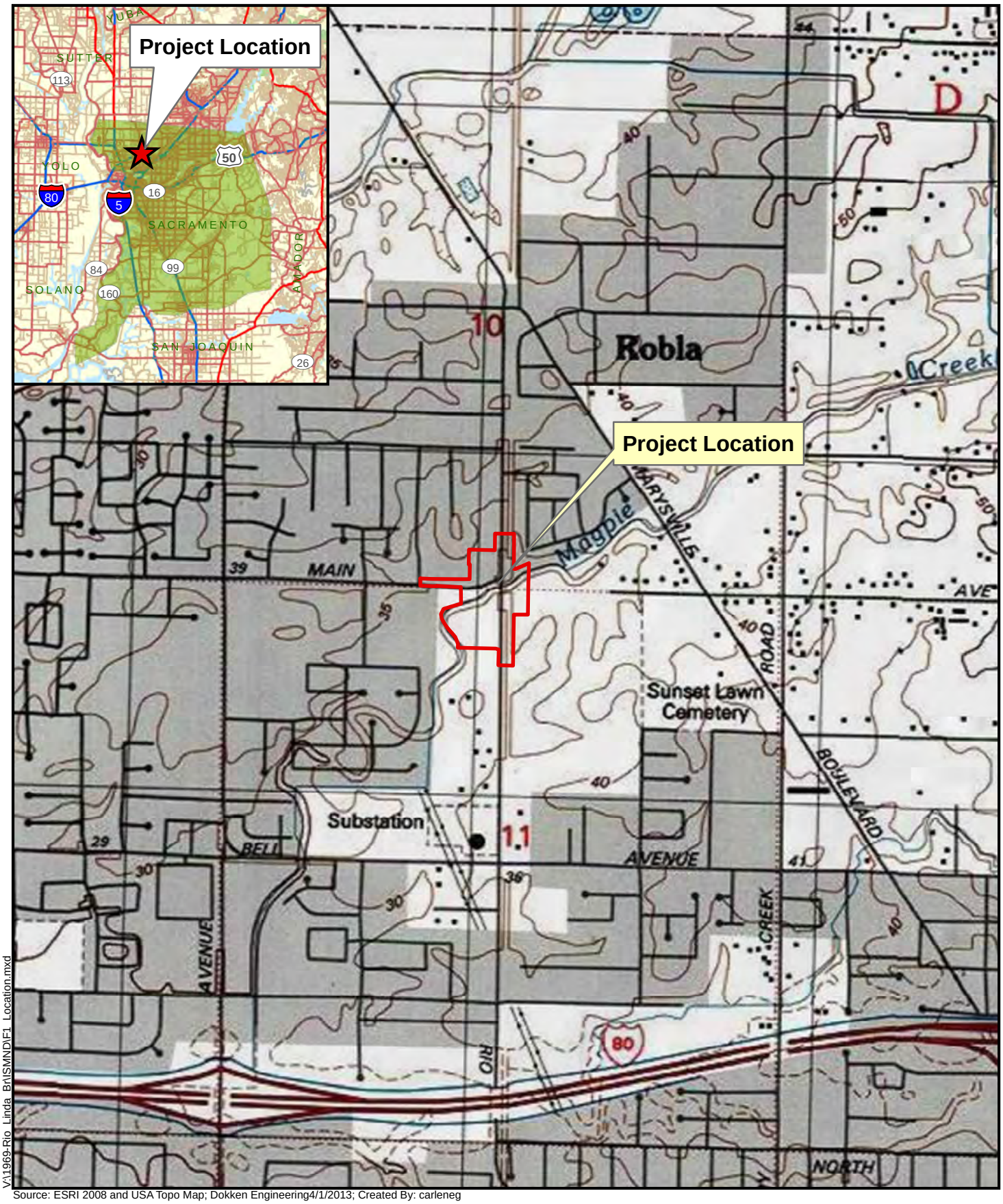
During the site visit Ms Gibson (USACE) and Ms Kennedy (CDFW) both expressed the need for the project to result in creating an undulating natural landscape within the creek realignment. In order to develop this further the following enhanced project features have been included:

Enhanced Project Features:

- Creek Realignment designed using undulating landscape and natural topography (the project will avoid a flat bottom design, see image below);
- To mitigate for impacts to waters the project will be revegetated onsite;
- Revegetation of the realigned creek will only use native vegetation;
- The project would result in a net increase in function as well as total acres of creek habitat;
- The project will include the eradication of invasive species (ie *Arundo donax*).

Proposed Undulating Grading for Realigned Magpie Creek

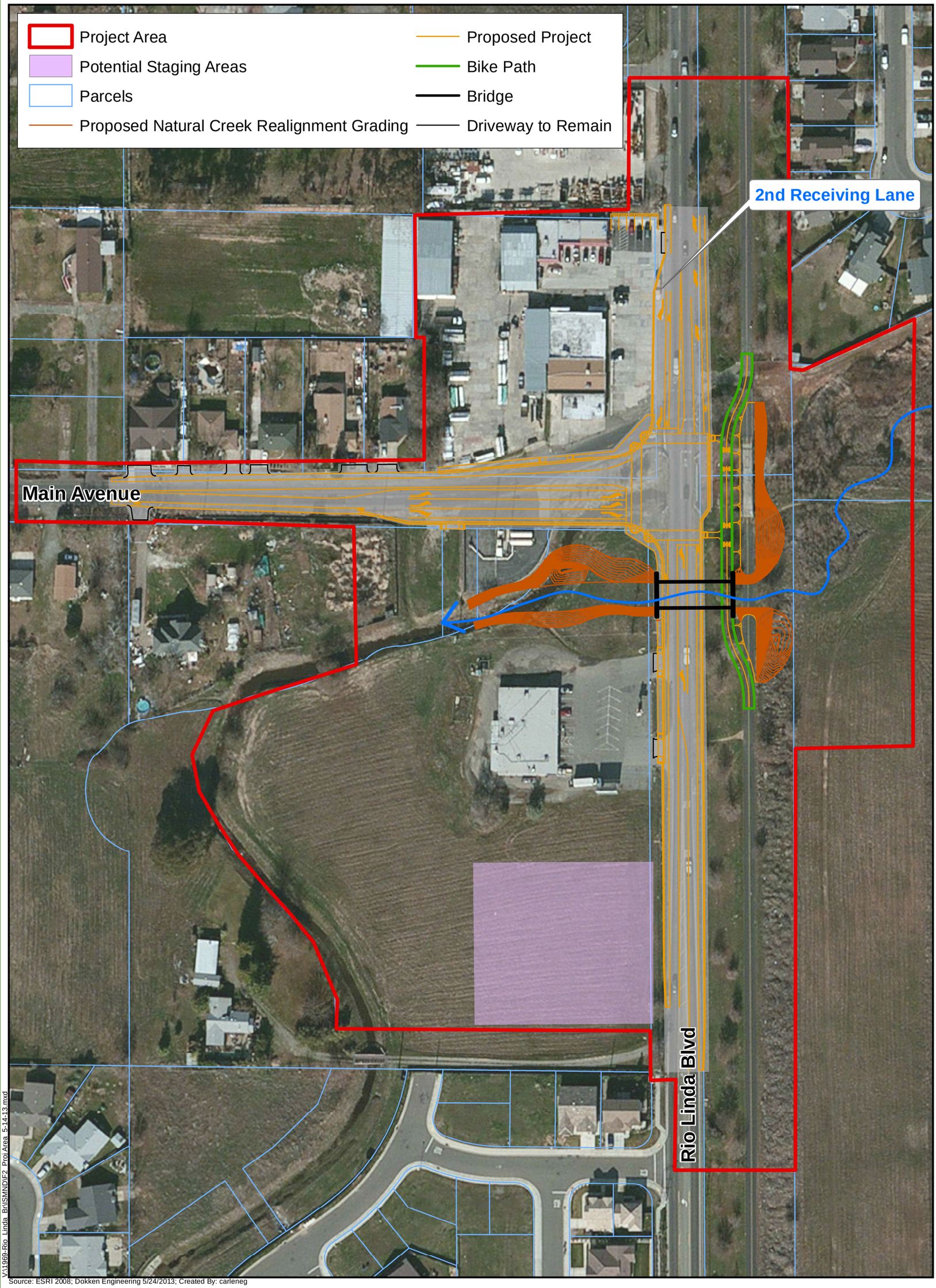




VA1969-Rio_Linda_BridgeMNDIF1_Location.mxd

Source: ESRI 2008 and USA Topo Map; Dokken Engineering4/1/2013; Created By: carleneg

FIGURE 1
Project Location
BRLS 5002(134)
USGS 7.5-minute Quad: Rio Linda
Rio Linda Boulevard Bridge Replacement Project
City of Sacramento, California



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Source: ESRI 2008; Dokken Engineering 5/24/2013; Created By: carleneg

0 100 200 300 400 Feet

FIGURE 2
Project Features
BRLS 5002(134)
Main Avenue/Rio Linda Boulevard Intersection Project
City of Sacramento, Sacramento County, California

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

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

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

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

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion

Land Use

The project site has been designated as “Suburban Center," and "Suburban Neighborhood Low," and “Parks and Recreation” in the 2030 General Plan, and is zoned R-1 Standard Single Family; C-2 General Commercial; and Agriculture. The project area is in the North Sacramento Community Plan Area.

The project site is located in an urbanized portion of the community. Development of the site as proposed would alter the existing landscape. Rio Linda Boulevard and Main Street are classified as “Collector” streets in the City of Sacramento 2030 General Plan and zoning code. The proposed project is consistent with the City of Sacramento General Plan as Rio Linda Boulevard and Main Street will continue to be “collector” streets and the project would not change the zoning designation of adjacent areas. Because the project does not create new connections or access to new areas, no impacts to growth, economics, affordable housing, or crime would occur.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2030 General Plan on agricultural resources. See Master EIR, Chapter 6.2. In addition to evaluating the effect of the

general plan on sites within the City, the Master EIR noted that to the extent the 2030 General Plan accommodates future growth within the City limits; the conversion of farmland outside the City limits is minimized (Master EIR, page 6.2-13). The Master EIR concluded that the impact of the 2030 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (NRCS 2010). There are no Williamson Act contracts that affect the project site. While there is land zoned as Agricultural, the project would not affect operations of the current land use. No existing timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Energy

Structures built as part of the project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2030 General Plan includes policies (see Policies 6.1.10 through 6.1.13) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

Policies 6.1.6 through 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Policies 6.1.5 and 6.1.12 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant (See Impacts 6.11-9 and 6.11-10). The proposed project would not result in any impacts not identified and evaluated in the Master EIR.

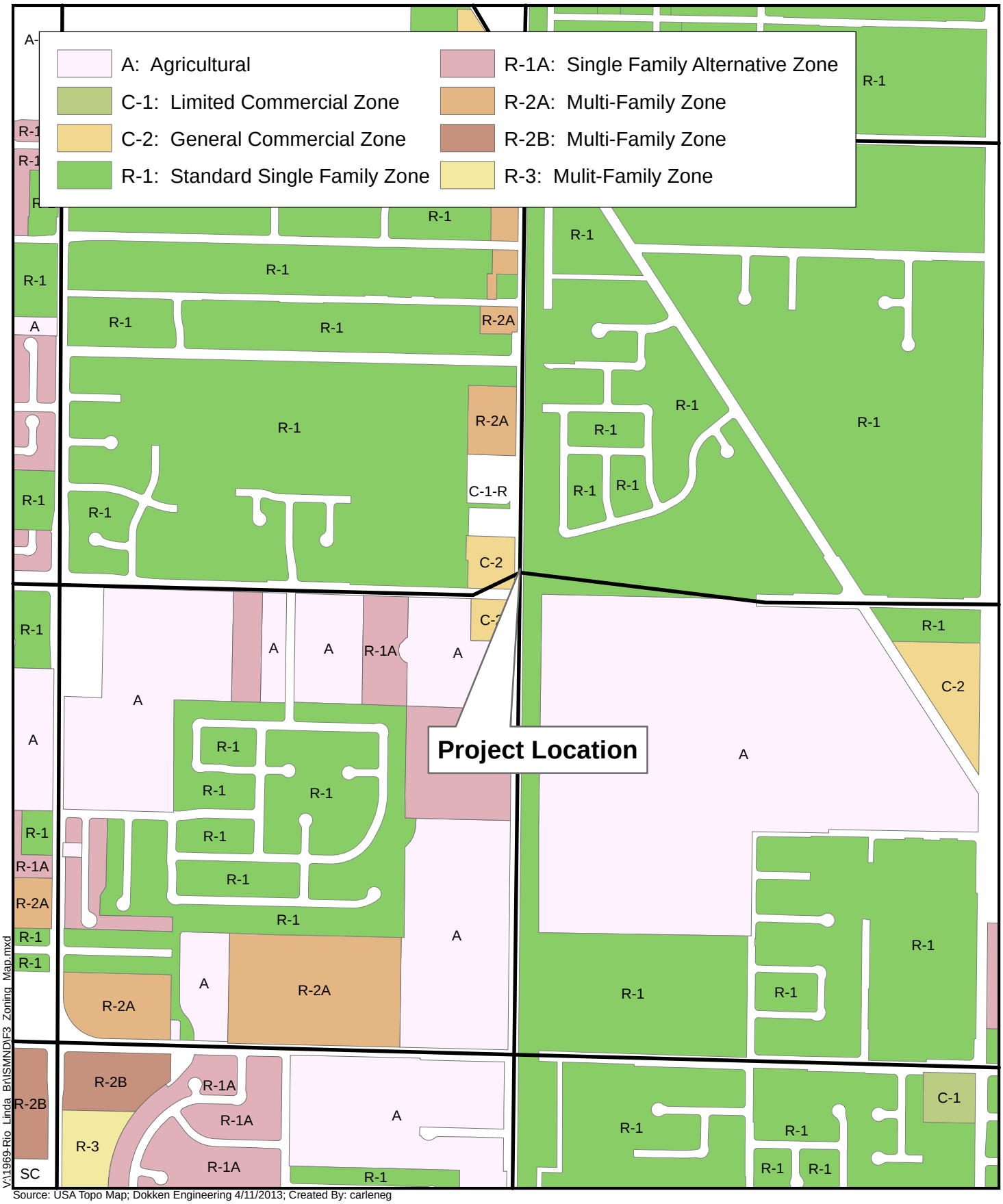

FIGURE 3
Zoning
BRLS 5002(134)
Rio Linda Boulevard Bridge Replacement Project
City of Sacramento, California

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AIR QUALITY *Would the proposal:* A) Result in construction emissions of NO_x above 85 pounds per day?			X
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in PM10 concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Impede the City or state efforts to meet AB32 standards for the reduction of greenhouse gas emissions?			X

ENVIRONMENTAL AND REGULATORY SETTING

The project site is located in the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Ranges on the west and the northern Sierra Nevada on the east. The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). SMAQMD is responsible for implementing emission standards and other requirements of federal and state laws. Air quality hazards are caused primarily by carbon monoxide (CO), particulate matter (PM), and ozone, primarily as a result of motor vehicles.

In December 2006 the Environmental Protection Agency (EPA) revised the national ambient air quality standard (NAAQS) for fine particle pollution to provide increased protection of public health and welfare. The revised standard is 35 micrograms per cubic meter (ug/m^3) for particles less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$), averaged over 24 hours. In December 2008 the EPA Administrator identified nonattainment areas, and in October 2009 confirmed the designations. Sacramento County is included on this list, along with portions of surrounding counties that contribute to the nonattainment conditions.

GREENHOUSE GAS EMISSIONS

The General Plan Master EIR includes extensive discussion of the potential effects of greenhouse gas (GHS) emissions that could occur as a result of development proposed under the General Plan. The Master EIR discussions regarding climate change are incorporated here by reference. See:

- Draft EIR: 6.1 Air Quality (Page 6.1-1)
- Final EIR: City Climate Change Master Response (Page 4-1)
- Errata No.2: Climate Change (Page 12)

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.1-6: Implementation of the 2030 General Plan could result in TAC emissions that could adversely affect sensitive receptors.

and

Impact 6.1-11: Implementation of the proposed 2030 General Plan, in conjunction with other development in the SVAB, would generate TAC emissions that could adversely affect sensitive receptors.

Mitigation Measure 6.1.6 - General Plan Policy ER 6.1.8 - Development Near TAC Sources: The City shall ensure that new development with sensitive uses located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), reduces potential health risks. In its review of these projects, the City shall consider current guidance provided by and consult with the CARB and the Sacramento Metropolitan Air Quality Management District.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Mast EIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM_{10} ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 6.1.

Policies in the 2030 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TAC as a potential effect. Policies in the 2030 general Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

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

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final Master EIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final Master EIR pages 2-19 et seq. See also Letter 2 and response.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The proposed project would have short-term impacts resulting from the following construction-related sources: 1) construction and demolition equipment emissions; 2) dust from building operations; and 3) emissions from construction vehicles.

As shown in Table 2, the project is located in an area in nonattainment for 1-hour Ozone for State standards, nonattainment for 8-hour Ozone for both Federal and State standards, and nonattainment for Particulate Matter under 2.5 micrometers for Federal standards and State standards.

Table 2. Attainment at Project Location

Criteria Pollutant	Attainment Status	
	Federal	State
O_3 – 1-hour	N/A	Nonattainment - Serious
O_3 – 8-hour	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Unclassified/Attainment	Attainment
NO_2	Unclassified/Attainment	Attainment
SO_2	Unclassified	Attainment
Sulfates	N/A	Attainment
Lead	Attainment	Attainment
Hydrogen Sulfide	N/A	Unclassified
Visibility Reducing Particles	N/A	Unclassified
Source: California Air Resources Board, 2011.		

Temporary/Construction Impacts

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NO_x, volatile organic compounds (VOCs), directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the intersection construction area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site and detour area. The estimated construction related emissions of NO_x is 36 lbs/day, this is well under the 85 lbs/day threshold (see Appendix D for the Air Quality Model Results).

Dust generated will result in a temporary, local impact, limited to areas of construction. Dust control practices will be incorporated into the project to mitigate this potential impact. The dust control practices will comply with the current Caltrans' Standard Specifications as well as the City Code: 15.40.050 and 15.44.170; SMAQMD Rule 403 (Fugitive Dust) and their Basic Construction Emissions Control Practices. The general requirements of Rule 403 are:

> 301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:
>
> > **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
> > **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts;
> > **301.3** Other means approved by the Air Pollution Control Officer.

Sacramento City Code Title 15 BUILDINGS AND CONSTRUCTION*

15.40.050 Control of dust and mud.

Any person who has been issued a permit for any work covered by this code shall take reasonable precautions to prevent and control the movement of dust created by work activities to adjoining public or private property. Such dust shall be immediately settled by wetting the same. Work activities shall be stopped during periods of high winds that may carry dust from the job site before it can be settled by wetting.

The permittee shall be responsible for maintaining clean public streets, sidewalks and alleys in the immediate vicinity of the job site during and after the period of work activity. The permittee shall remove all mud and dust from any public property which was deposited there by any activity related to the work. In order to prevent mud and other material from entering any public

sewer, the permittee shall properly pond any affected gutter to permit such material to settle and shall remove such material from public property. This procedure shall be in accordance with the requirements and policies of the city water and sewer division. The permittee shall obtain any necessary permits for water from the manager of said division.

15.44.170 Dust control.

All dust resulting from wrecking or demolition operations shall be immediately settled by wetting the same with water of sufficient quantity to prevent the dust from leaving the site of the demolition or wrecking project. Demolition shall be stopped during periods of high winds that carry the dust from the site before it can be settled by wetting. The permittee shall be responsible for maintaining clean public streets during such operation. The permittee must obtain the necessary permits for water from the manager of the division of water and sewers and pay for such permits and for water used.

The permittee shall wash off public property to remove all silt and dust. In order to prevent such material from entering any public sewer, the permittee shall properly pond the gutter in order to permit such material to settle, and it shall be then cleaned up and hauled away. This procedure shall be followed in accordance with the requirements and policies of the water and sewers division.

Table 3. Construction Emissions (pounds per day)

Phase	ROGs	CO	NO_x	PM_{10}	Exhaust PM_{10}	Fugitive Dust PM_{10}
Grubbing/Land Clearing	0	3	1	10	0	10
Grading/Excavation	9	35	34	12	2	10
Drainage/Utilities/Sub-Grad	9	36	36	12	2	10
Paving	3	16	17	1	1	0
Maximum (pound/day)	9	36	36	12	2	10
Total (tons/construction project)	0.92	3.40	4.23	1.35	0.23	1.12
Source: Road Construction Emissions Model, Version 5.2						

Permanent Impacts

The proposed project is not anticipated to change traffic volumes through the intersection. Under federal requirements, the project was found exempt from all project-level conformity requirements because it falls under exempt projects (widening narrow pavements or reconstructing bridges [no additional travel lanes]) listed in 40 CFR 93.126.

QUESTIONS B AND E

Because the proposed project would not increase the capacity of the roadway, no additional trips or delays are expected to result from the project. Therefore, the project is not anticipated to result in increased operational emissions. To ensure that the proposed project does not increase traffic congestion and increase air quality impacts, the following Best Management Practice (BMP) would be included to avoid construction related traffic congestion: Route and

schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

QUESTION C

Because construction and operational emissions are expected to be well below the thresholds, as discussed for Questions A and B, the project is not expected to violate any air quality standards. The proposed project would not increase the capacity of the roadway, no additional trips or delays are expected to result from the project. The proposed project would not exceed the threshold for NO_x (85 lbs/day) (see Table 3 for all of the proposed construction emissions). There proposed project would not result in additional significant impact that was not addressed in the Master EIR.

QUESTION D

SMAQMD has established screen-level criteria for the assessment of significant impacts from construction-related emissions of fugitive dust. These criteria are based on a projects maximum actively disturbed area. Construction activities that would disturb less than 15.0 acres per day would be required to implement the appropriate level of mitigation, identified by the SMAQMD as "Basic Construction Emission Control Practices," for all projects to further minimize construction-related impacts regardless of the CEQA significance determination. Because the proposed project covers an area less than 15 acres, BMPs have been included from the "Basic Construction Emission Control Practices" to reduce construction-related emissions of fugitive dust. See Question A for the City Code: 15.40.050 and 15.44.170; SMAQMD Rule 403 (Fugitive Dust) and their Basic Construction Emissions Control Practices.

PM_{10} emissions are assumed to be below the thresholds because as discussed for Question A Construction NO_x emissions are below the thresholds. There are no construction ROG thresholds, and both NO_x and ROG operational thresholds are not expected to be exceeded. Therefore, the proposed project would not result in an additional significant impact that was not addressed in the Master EIR.

QUESTIONS F AND G

Although the nearest sensitive receptor is located approximately 250 feet from the project area, construction activities, which involve the use of diesel-powered equipment, are short-term, and emissions are expected to be well below the thresholds. Operational emissions are not expected to increase, as discussed for Question B. Despite a low-impact expectation for this project, measures for construction activities are still recommended to further reduce impacts on sensitive receptors.

SMAQMD defines sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants or may experience adverse effects from unhealthful concentrations of air pollutants. Hospitals, clinics, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The nearest sensitive receptors in the vicinity of the project site are residences approximately 250 feet northeast of the project site.

Construction activities are anticipated to involve the operation of diesel-powered equipment. In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 70-year

exposure period often is assumed. Although elevated cancer rates can result from exposure periods of less than 70 years, acute exposure (i.e., exposure periods of 2 to 3 years) to diesel exhaust typically are not anticipated to result in an increased health risk because acute exposure typically does not result in exposure concentrations that would represent a health risk. Health impacts associated with exposure to diesel exhaust from project construction are not anticipated to be significant because construction activities are expected to occur well below the 70-year exposure period used in health risk assessments. Therefore, construction of the project is not anticipated to result in an elevated cancer risk to exposed persons. No mitigation is required. Therefore, the proposed project would not result in an additional significant impact that was not addressed in the Master EIR.

QUESTION H

As part of its action in approving the 2030 General Plan, the City Council certified the Master EIR that evaluated the environmental effects of development that is reasonably anticipated under the new General Plan. The Master EIR includes extensive discussion of the potential effects of greenhouse gas emissions. The Master EIR discussions regarding climate change are incorporated here by reference. See, for example:

Draft EIR: 6.1 Air Quality (Page 6.1-1)

Final EIR: City Climate Change Master Response (Page 4-1)

Errata No. 2: Climate Change (Page 12)

These documents are available at www.cityofsacramento.org/dsd/planning/environmental-review/eirs/ and at the offices of Community Development Department at 300 Richards Boulevard, Third Floor, Sacramento, California.

The proposed project is consistent with the land use designation for the project site. The project would result in the generation of greenhouse gases during construction and operation, as discussed below.

Short-term Construction Emissions

During construction of the proposed project, GHG emissions would be emitted from the operation of construction equipment and from worker supply vendor vehicles. URBEMIS modeling was conducted to estimate the total CO_2 emissions generated by the construction of the project. The total CO_2 emissions would be approximately between 3,979 and 4,209 pounds per year, or 1.8 and 1.9 metric tons per year, for construction of the project. These emissions would equate to approximately 0.0000004 percent of the estimated GHG emissions for all sources in California (453 million metric tons) (CARB 2010). The results of the URBEMIS modeling for CO_2 are in Appendix E.

Long-term Construction Emissions

Because the proposed project is a bridge replacement and does not increase capacity of the roadway, there are no long-term operational activities associated with the project. The project would not lead to changes in vehicular operations and associated emissions. While there may be maintenance visits to the project site, these visits are expected to be infrequent, and occur

for emergency repair or for repaving, which occurs after the lifetime of the installed pavement has been reached. Long term operational emissions are thus expected to be negligible.

Ongoing Activities

The 2030 General Plan included direction to staff to prepare a Climate Action Plan for the City and, in February 2012, the City of Sacramento adopted the Climate Action Plan. The Climate Action Plan provided additional guidance for the City's ongoing efforts to reduce GHG emissions. For instance, the Climate Action Plan includes seven strategies and 31 measures to reduce GHG emissions.

To prevent the continued escalation of GHG emissions, the Climate Action Plan establishes a 2020 target (15 percent below 2005 levels) and 2030 and 2050 goals (38 percent and 83 percent below 2005 levels, respectively) to reduce annual emissions levels consistent with state laws and guidelines. According to the Climate Action Plan, the actions that could be quantified along with those that could not outline a path to meet the City's 2020 reduction target, consistent with state laws and guidelines. When combined with quantified state and federal legislative reductions, primary actions contained in the Climate Action Plan offer a potential reduction of about 1.37 million metric tons of carbon dioxide equivalent (CO_2e) annually. This level of reduction exceeds the City's 2020 target of 15 percent by 6,227 metric tons of CO_2e, and is consistent with state laws.

In addition to the Climate Action Plan, GHG-reduction strategies continue at the state and federal level to combat climate change. In December 2009, the EPA listed GHG as harmful emissions under the Clean Air Act. This action could eventually result in regulations with a purpose of reducing such emissions.

The Master EIR concluded that GHG emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable (Errata No. 2, Page 12). The Master EIR includes a full analysis of GHG emissions and climate change, and adequately addresses these issues. As indicated in the Master EIR, future development within the City of Sacramento will be required to comply with Assembly Bill (AB) 32 and with the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan transportation Plan (MTP). The 2035 MTP is anticipated to meet the AB 32 goal of reaching 1990 transportation emissions by 2020. However, the City will need to reduce emission in other planning areas for the city as a whole to meet AB 32 goals. The City is anticipating an increase in GHG emission without the incorporation of reduction measures.

The proposed project must comply with the 2030 General Plan policies and measures for the reduction of GHGs to comply with the 2035 MTP and AB 32. Because the traffic from the proposed project was assumed in the 2035 MTP, and the 2035 MTP is anticipated to meet the goals of AB 32, the proposed project would comply with the 2035 MTP. AB 32 requires an approximate 29 percent reduction from existing emissions on a statewide level in order to achieve the goal of reducing GHG emissions to 1990 levels by 2020. In order for this to occur, the existing and future operations of the City, as well as individual land uses, must reduce their emissions accordingly.

The MEIR for the 2030 General Plan assumed the realignment of Main Avenue with Rio Linda Boulevard. Therefore, the GHG emissions increase that would occur with implementation of the project has been accounted for in the General Plan. The project would not impede the City's efforts to comply with AB 32 requirements. Therefore, the projects cumulative impacts related to

construction and operation of the proposed project conflicting with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions would be less than significant. The project would not have any significant additional environmental effects relating to GHG emissions or climate change.

MITIGATION MEASURES

None required.

Findings

The project would have no additional project-specific environmental effects relating to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. BIOLOGICAL RESOURCES Would the proposal: A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatowaterry waters and wetlands)?		X	

ENVIRONMENTAL SETTING

The project site consists of non-native grassland, urban and developed areas, freshwater marsh and great valley-willow scrub. With the exception of a small portion of the project containing native wetland/riparian scrub vegetation, much of the project area is either developed or greatly disturbed as the project contains an active bike path (the Northern Sacramento Bike Trail) parallel with Rio Linda Boulevard, residences, commercial businesses, a frequently maintained earthen lined creek channel, and ruderal vegetation. Commercial and residential developments along the project consist of hardscape, compacted soils, and disturbed native and non-native vegetation. Much of the vegetation within the Biological Study Area (BSA) (Figure 4 Waters and Sensitive Habitats) is disturbed due to urbanization, pedestrian use (walking/cycling trails) and agricultural practices which have degraded the native vegetative communities and associated habitat. The project occurs within the Sacramento Valley floristic region and USFS ecological subsection 262Ag (Hardpan Terraces), which is a geologically characterized by low hills and alluvial plains.

A biologist carried out a preliminary database search and a pedestrian survey of the project area to characterize the environmental setting on and adjacent to the project. The preliminary database searches were performed to identify special-status species with the potential to occur within the project area. A pedestrian survey was conducted in May and October of 2012, to collect site-specific data regarding habitat suitability for special-status species, as well as identification of potentially jurisdictional waters.

Prior to field work, literature research was conducted through the USFWS Planning Species List, CDFW, CNDDB and the CNPS Electronic Inventory of Rare and Endangered Plants to identify habitats and special-status species having the potential to occur within the BSA for Rio Linda

USGS 7.5-minute quadrangle (Figure 2 Project Features and Figure 4 Waters and Sensitive Habitats). These database searches identified special-status species within the USFWS jurisdiction that may be affected by the proposed project. In addition, a query of the USFWS's Critical Habitat Portal was conducted to identify potential critical habitat designations within the vicinity of the project. A query of the CNDDB database provided a list of known occurrences for special-status species. The CNPS database search purpose was to identify special-status plant species with the potential to occur within the Rio Linda, California USGS 7.5-minute quadrangle.

Sensitive Habitats

Sensitive habitats include sensitive natural plan communities and other habitats designated and/or regulated by California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and U.S. Army Corps of Engineers (USACE). Under Section 404 of the Clean Water Act (CWA), wetlands and other waters of the U.S. are subject to the jurisdiction of USACE. Aquatic habitats may also receive protection under California statutes including Section 1602 of the California Fish and Wildlife Code and the California Porter-Cologne Water Quality Control Act.

Special-status Species

Special-status species are plants and animals in the following categories:

- Species that are listed under the federal Endangered Species Act (ESA) and/or California Endangered Species Act (CESA) as rare, threatened, or endangered;
- Species considered as candidates and proposed for state or federal listing as threatened or endangered;
- Wildlife designated by CDFW as species of special concern; and
- Plants ranked by CDFW as "rare, threatened, or endangered" in California.

The California Natural Diversity Database (CNDDB), maintained by the CDFW, is considered as the most current and reliable tool for tracking occurrences of special-status species in California.

Special Status Species Evaluation

The special status species evaluation considers those species identified as having relative scarcity and/or declining populations by the USFWS or CDFW. Special status species include those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as Species of Concern by USFWS or Species of Special Concern by CDFW. Species considered to be "special animals" or "fully protected" by the CDFW or rare, threatened, or endangered in California by the California Native Plant Society (CNPS) were also included in the evaluation.

Regulatory Setting

The following city, State, and federal statues pertain to the proposed project:

- National Environmental Policy Act (42 USC 4321 et seq.)
- Federal Endangered Species Act (16 USC 1531-1543)
- Section 404 of the Clean Water Act (33 USC 1251-1376)
- Fish and Wildlife Coordination Act (16 USC 661-6660
- Executive Order 11990, Protection of Wetlands (May 24, 1977)
- Migratory Bird Treaty Act of 1918 (USC 703-711)
- California Environmental Quality Act (PRC 21000 et seq.)
- California Endangered Species Act (CDFW Code 2050 et seq.)

- Native Plant Protection Act (CDFW Code 1900-1913)
- City of Sacramento Heritage Tree Ordinance (SCC Section 12.64.10-12.64.70)
- City of Sacramento Street Tree Ordinance (SCC Section 12.56.10-12.56.170)

Federal Endangered Species Act

The Federal Endangered Species Act defines 'take' (Section 9) and prohibits 'taking' of a listed endangered or threatened species (16 USC 1532, 50 CFR 17.30. If a federally listed species could be harmed by a project, Section 7 or 7 consultations must be initiated, and an Incidental Take Permit must be obtained (16 USC 1539, 50 CFR 13).

Federal Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a 'take' of the species under federal law.

Setting and Methods

Queries of the USFWS Planning Species list, CNDDB Electronic Inventory of Rare and Endangered Plants, and CNPS database queries identified several special-status species with the potential to be impacted by the proposed project. Field surveys were conducted in May and October 2012 to document existing biological resources, detect potential jurisdictional waters of the U.S. and State, and search for suitable habitat and presence of Federal and State protected species. Potential impacts to resources were analyzed based on the proposed project design and ecological resources identified in the field surveys. Table 4 provides a summary of all species identified in the search results, a description of the habitat requirements for each species, and conclusions regarding the potential for each species to occur within the project area.

FIGURE 4
Waters and Sensitive Habitats
BRLS 5002(134)
Rio Linda Boulevard Bridge Replacement Project
City of Sacramento, California

Table 4: Special-status Species with Potential to Occur in the Project Vicinity

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Plant Species					
Dwarf downingia	*Downingia pusilla*	Fed: CA: CNPS:	-- -- 2.2	An annual herb inhabiting vernal pools and mesic valley and foothill grassland communities. Flowers March-May (3-1,460 feet).	**Presumed Absent;** The BSA lacks the species' requisite vernal pools and mesic grassland community; habitat unsuitable for dwarf downingia.
Stinkbells	*Fritillaria agrestis*	Fed: CA: CNPS:	-- -- 4.2	A perennial bulb inhabiting clay, often serpentine, banks and depressions of chaparral, cismontane woodland, and valley and foothill grassland communities. Flowers March-June (33-5,102).	**Presumed Absent;** Soils within the project vicinity are loams and the BSA lacks requisite clay and serpentine soils; habitat unsuitable for stinkbells.
Boggs Lake hedge-hyssop	*Gratiola heterosepala*	Fed: CA: CNPS:	-- E 1B.2	An annual herb inhabiting clay soils and shallow waters of marshes and swamps, lake margins, and vernal pools. Flowers April-August (33-7792 feet).	**Presumed Absent**; Soils within the project vicinity are loams and the BSA lacks requisite clay soils; habitat unsuitable for Boggs Lake hedge-hyssop.
Woolly rosemallow	*Hibiscus lasiocarpos* var. *occidentalis*	Fed: CA: CNPS:	-- -- 1B.2	A perennial rhizomatous herb inhabiting freshwater wetlands, wet banks, and marshes. Flowers June-September (0-394 feet).	**Presumed Absent;** The freshwater marsh within the BSA east of Rio Linda Boulevard is likely too densely vegetated by cattails and the Magpie Creek drainage channel is likely too regularly maintained for species occurrence. Nearest CNDDB occurrence is approximately 5 miles from project location; no occurrences of woolly rosemallow were observed during the May 29, 2012 spring blooming surveys.
Ahart's dwarf rush	*Juncus leiospermus* var. *ahartii*	Fed: CA: CNPS:	-- -- 1B.2	An annual herb inhabiting grassland swales, gopher mounds and vernal pool margins of mesic valley and foothill grassland communities. Flowers March – May (98-751 feet).	**Presumed Absent;** The BSA lacks the requisite vernal pools and mesic grassland community; habitat unsuitable for Ahart's dwarf rush.
Legenere	*Legenere limosa*	Fed: CA: CNPS:	-- -- 1B.1	An annual herb inhabiting wet areas, vernal pools, and ponds. Flowers May-June (0-2,887).	**Presumed Absent;** The Magpie Creek drainage channel within the BSA is likely too regularly maintained for species occurrence. Nearest CNDDB occurrence is approximately 1 mile from project location. No occurrences of Legenere were observed during the May 29, 2012 spring blooming surveys; species presumed absent.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Slender Orcutt grass	*Orcuttia tenuis*	Fed: CA: CNPS:	T E 1B.1	An annual herb inhabiting vernal pools. Flowers May-October (115-5,774 feet).	**Presumed Absent;** The BSA lacks the requisite vernal pools and site elevation is well outside the species range; habitat unsuitable for slender Orcutt grass.
Sacramento Orcutt grass	*Orcuttia viscida*	Fed: CA: CNPS:	E E 1B.1	An annual herb inhabiting vernal pools. Flowers April-July (98-328 feet).	**Presumed Absent;** The BSA lacks the requisite vernal pools and site elevation is outside the species range; habitat unsuitable for Sacramento Orcutt grass.
Bearded popcorn-flower	*Plagiobothrys hystriculus*	Fed: CA: CNPS:	-- -- 1B.1	An annual herb inhabiting mesic valley and foothill grassland, vernal pool margins and vernal swales. Flowers April-May (0-899 feet).	**Presumed Absent;** The BSA lacks the species' requisite vernal pools and mesic grassland community; habitat unsuitable for bearded popcorn-flower.
Sanford's arrowhead	*Sagittaria sanfordii*	Fed: CA: CNPS:	-- -- 1B.2	A perennial rhizomatous herb inhabiting freshwater marshes, swamps, ponds and ditches. Flowers May-October (0-2,132 feet).	**Presumed Absent;** The BSA contains Magpie Creek drainage channels potentially suitable for the species. Nearest CNDDB occurrence is approximately 1.5 miles from project location and believed possibly extirpated; no occurrences of Sanford's arrowhead were observed during the May 29, 2012 spring blooming surveys; species presumed absent.
Suisun Marsh aster	*Symphyotrichum lentum*	Fed: CA: CNPS:	-- -- 1B.2	A perennial rhizomatous herb inhabiting wetlands, freshwater marsh, and brackish-marsh communities. Flowers May-November (0-984 feet).	**Presumed Absent;** The freshwater marsh within the BSA east of Rio Linda Boulevard is likely too densely vegetated by cattails and the Magpie Creek drainage channel is likely too regularly maintained for species occurrence. Nearest CNDDB occurrence is over 10 miles from project location; no occurrences of Suisun Marsh aster were observed during the May 29, 2012 spring blooming surveys; species presumed absent.
Avian Species					
Tricolored blackbird	*Agelaius tricolor*	Fed: CA: DFG:	-- -- SSC	Prefers freshwater marsh, swamp and wetland communities, but utilize agricultural or upland habitats that can support large colonies often in the Central Valley area. Requires protected dense nesting habitat protected from predators, be within 3-5 miles to	**Presumed Absent;** The BSA contains a portion of the dense emergent wetland vegetation east of Rio Linda Boulevard which is large enough to contain a small tricolored blackbird breeding colony. However, the contiguous wetland is

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
				a suitable foraging area with insect prey and within 0.3 miles of open water. Suitable foraging includes wetland, pastureland, rangeland, at dairy farms, and in some irrigated croplands (silage, alfalfa, etc.). Nests mid-march - early August, but may extend until October/November in the Sacramento Valley region.	relatively small (1 acre), emergent vegetation is extremely thick with patches of shrubs and trees scattered throughout. In addition, the site does not appear to contain an adequate and accessible source of open water within 0.3 miles throughout the breeding season. Much of the surrounding area is urbanized or agriculture with potentially unsuitable foraging habitat; habitat unsuitable for species. Nearest CNDDB occurrence is approximately 4 miles from project location.
Golden eagle	*Aquila chrysaetos*	Fed: CA: DFG:	-- -- FP	Inhabits grasslands, deserts, savannahs, and early successional stages of forest and shrub habitats. Requires open terrain for hunting, often utilizing rolling foothills and mountain terrain, wide arid plateaus deeply cut by streams and canyons, open mountain slopes, and cliffs and rock outcrops. Home range dependent on prey availability and habitat openness; estimated at 48 mi^2 in northern California. Species nests on cliffs and large trees in open areas; breeds January-August (0-11,000 feet).	**Presumed absent;** The BSA contains open grassland habitat contiguous with a larger tract of grassland outside the study area which historically may have been suitable for the species. However, the grassland habitat available within and adjacent to the BSA is no longer large enough to support the species and is in close proximity to urban development; habitat unsuitable for golden eagle.
Burrowing owl	*Athene cunicularia*	Fed: CA: DFG:	-- -- SSC	Species inhabits arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Requires friable soils for burrow construction (Below 5,300 feet).	**Presumed Absent;** Project site is disturbed, developed and too frequently managed for species occurrence; habitat unsuitable for burrowing owl. Nearest CNDDB occurrence is 1.5 miles from the project.
Swainson's hawk	*Buteo swainsoni*	Fed: CA: DFG:	-- T --	Inhabits grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, alfalfa or grain fields that support a stable rodent prey base. Breeds March to late August.	**Low to Moderate**; BSA contains open grassland habitat contiguous with a larger tract of grassland outside the study area potentially suitable for the species foraging. Nearest CNDDB occurrence is 1 mile from project location.
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	Fed: CA: DFG:	C E --	Species inhabits riparian forests, along broad, lower flood bottoms of larger river systems. Nests in large blocks of riparian jungles often mixed with cottonwoods.	**Presumed absent;** BSA lacks the requisite riparian forest habitat in proximity to a large river system; habitat unsuitable for western yellow-

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
				Nesting appears to be preferred in riparian forest habitats with a dense understory; requires water near nesting site. Breeds June-August.	billed cuckoo.
White-tailed kite	*Elanus leucurus*	Fed: CA: DFG:	-- -- FP	Inhabits rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Prefers open grasslands, meadows or marshes for foraging close to isolated, dense-topped trees for nesting and perching. Breeds Feb- Oct.	**Low to Moderate;** The BSA east of Rio Linda Boulevard contains an open grassy field potentially suitable for the species foraging. Nearest CNDDB occurrence is approximately 1 mile from project location.
Purple martin	*Progne subis*	Fed: CA: DFG:	-- -- SSC	Present in California as a summer migrant, arriving in March and departing by late September. Inhabits valley foothill and montane hardwood/hardwood-conifer, coniferous habitats and riparian habitats. Nests in tall, old, isolated trees or snags in open forest or woodland and in proximity to a body of water. Frequently nests within former woodpecker cavities; may nest in human-made structures such as nesting boxes, under bridges and in culverts. Breeds April-August.	**Presumed absent;** BSA lacks the requisite riparian forest or hardwood/hardwood conifer forest habitats; habitat unsuitable for purple martin.
Bank swallow	*Riparia riparia*	Fed: CA: DFG:	-- T --	A migratory colonial nester inhabiting lowland and riparian habitats west of the desert during spring - fall. Majority of current breeding populations occur along the Sacramento and Feather rivers in the north Central Valley. Requires vertical banks or cliffs with fine textured/sandy soils for nesting (tunnel and burrow excavations). Nests exclusively near streams, rivers, lakes or the ocean. Breeds May-July.	**Presumed absent;** BSA lack the requisite vertical banks or cliffs for species nesting; habitat unsuitable for bank swallow.
Least Bell's vireo	*Vireo bellii pusillus*	Fed: CA: DFG:	E E --	Summer resident of southern California inhabiting low riparian habitats in the vicinity of water and dry river bottoms. Prefers willows, baccharis, mesquite and other low, dense vegetation as nesting sites (below 2000 feet).	**Presumed absent;** BSA lacks suitable riparian forest habitat for species occurrence; habitat unsuitable for Least Bell's vireo.
	Mammal Species				
American badger	*Taxidea taxus*	Fed: CA: DFG:	-- -- SSC	Prefers treeless, dry, open stages of most shrub and herbaceous habitats with friable soils and a supply of rodent prey. Species also inhabits forest	**Presumed Absent;** BSA contains open grassland habitat contiguous with a larger tract of grassland outside the study area with

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
				glades and meadows, marshes, brushy areas, hot deserts, and mountain meadows. Species maintains burrows within home ranges estimated between 338-1,700 acres, dependent on seasonal activity. Burrows are frequently re-used, but new burrows may be created nightly. Young are born in March and April within burrows dug in relatively dry, often sandy, soil, usually in areas with sparse overstory cover. Species is somewhat tolerant of human activity, but is sensitive to automobile mortality, trapping, and persistent poisons (up to 12,000 feet).	habitat components potentially suitable for the species. However, habitat contiguous with the BSA (approximately 64 acres) is too small to support the American badger.
	Amphibian Species				
California tiger salamander	*Ambystoma californiense*	Fed: CA: DFG:	T T SSC	Inhabits annual grasslands and the grassy understory of valley-foothill hardwood communities. Requires underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding.	**Presumed Absent;** The site occurs within a disturbed urban area adjacent to residences, businesses and contains frequently disked fields and lacks the preferred grassy understory of valley-foothill hardwood habitats; habitat unsuitable for California tiger salamander. CNDDB records show the nearest species occurrence is over 15 miles from the project study area.
California red-legged frog	*Rana draytonii*	Fed: CA: DFG:	T -- SSC	Inhabits lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development and must have access to estivation habitat. Occurs from elevations near sea level to 5,200 ft.	**Presumed Absent;** Magpie Creek in proximity to the BSA does not contain adequate deep water or estivation habitat for the species. CNDDB records show the nearest species occurrence is over 15 miles from the project study area.
Western spadefoot	*Spea hammondii*	Fed: CA: DFG:	-- -- SSC	Inhabits burrows within grassland and valley foothill hardwood woodland communities. Requires vernal, shallow, temporary pools formed by heavy winter rains for reproduction. Breeds late winter-March.	**Presumed Absent;** Magpie Creek in proximity to the BSA does not contain preferred valley foothill hardwood woodland communities and adjcenct fields are frequently disked; habitat unsuitable for western spadefoot. Nearest CNDDB occurrence is over 10 miles from project location.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Reptile Species					
Western pond turtle	*Emys marmorata*	Fed: CA: DFG:	-- -- SSC	A fully aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Requires basking sites and suitable (sandy banks or grassy open field) upland habitat for reproduction (Sea level-4,690 feet).	**Presumed Absent;** BSA contains open a freshwater marsh east of Rio Linda Boulevard, however the marsh is densely vegetated with cattails and lacks requisite basking sites; habitat unsuitable for western pond turtle.
Giant garter snake	*Thamnophis gigas*	Fed: CA: DFG:	T T --	Inhabits marsh, swamp, wetland (including agricultural wetlands), sloughs, ponds, rice fields, low gradient streams and irrigation/drainage canals adjacent to uplands. Ideal habitat contains both shallow and deep water with variations in topography. Species requires adequate water during the active season (April-November), emergent, herbaceous wetland vegetation, such as cattails and bulrushes, for escape cover and foraging habitat and mammal burrows estivation. Requires grassy banks and openings in waterside vegetation for basking and higher elevation uplands for cover and refuge from flood waters during winter dormant season. Species is extremely shy and sensitive to disturbance.	**Presumed Absent;** The BSA contains Magpie Creek and an emergent wetland patch east of Rio Linda Boulevard. However, Magpie Creek does not contain adequate water during the species active season. The contiguous wetland is small (1 acre) and isolated, emergent vegetation is extremely dense with no openings throughout, and potential basking banks are bare of protective vegetation. In addition, the site is frequently used by bicyclists and pedestrians; habitat unsuitable for giant garter snake. The nearest CNDDB occurrence is 4 miles from the project location; no occurrences are documented within the Magpie Creek drainage.
Invertebrate Species					
Conservancy fairy shrimp	*Branchinecta conservatio*	Fed: CA: DFG:	E -- --	Inhabits relatively large and turbid clay bottomed playa vernal pools. Species requires pools to continuously hold water for a minimum of 19 days and must remain inundated into the summer months. Occupied playa pools typically are 1 to 88 acres in size, but species may to utilize smaller, less turbid pools.	**Presumed Absent;** BSA lacks requisite vernal pool habitat and clay soils; habitat unsuitable for conservancy fairy shrimp.
Vernal pool fairy shrimp	*Branchinecta lynchi*	Fed: CA: DFG:	T -- --	Endemic to the grasslands of the Central Valley, Central Coast mountains and South Coast Mountains, in astatic rain-filled pools. Inhabits small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools. Species is dependent on seasonal fluctuations.	**Presumed Absent;** The BSA lacks requisite vernal sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools required for vernal pool fairy shrimp; habitat unsuitable.

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	Fed: CA: DFG:	T -- --	Requires elderberry shrubs (*Sambucus* sp.) as host plants. Typically in moist valley oak woodlands associated with riparian corridors in the lower Sacramento River and upper San Joaquin River drainages. Prefers elderberries 2-8 inches in diameter; some preference toward 'stressed' elderberries.	**Presumed Absent;** The BSA lacks the requisite elderberry shrub habitat for valley elderberry longhorn beetle; habitat unsuitable.
Vernal pool tadpole shrimp	*Lepidurus packardi*	Fed: CA: DFG:	E -- --	Inhabits vernal pools and swales containing clear to highly turbid waters such as pools located in grass bottomed swales of unplowed grasslands, old alluvial soils underlain by hardpan, and mud-bottomed pools with highly turbid water.	**Presumed Absent;** The BSA lacks requisite vernal pools and grassed swales required for vernal pool tadpole shrimp; habitat unsuitable.
Fish Species					
Green sturgeon	*Acipenser medirostris*	Fed: CA: DFG:	T -- SSC	Most marine sturgeon species. Currently believed to only spawn in the Sacramento River, Rogue River, Klamath and Trinity Rivers (Klamath River basin) to spawn. Known to occupy other river bodies including the lower Feather River; spawning not recorded. Large cobbles preferred for spawning, but may utilize a range of substrates from bedrock to sand. Spawning occurs Mar-Jul.	**Presumed Absent;** Magpie Creek within and in proximity to the BSA does not provide adequate water, substrates, or connectivity to known river populations; habitat unsuitable for green sturgeon.
Sacramento perch	*Archoplites interruptus*	Fed: CA: DFG:	-- -- SSC	Inhabits sloughs, lakes, and slow moving rivers of the Central Valley. Prefers turbid lakes, reservoirs and ponds warmed by summer heat and absent of plants; may occasionally occur in clear water among beds of aquatic vegetation. Species tolerates high temperatures, high salinities, high turbidity, and low water clarity. Young require aquatic and overhanging vegetation for cover. Spawns March-August in water temperatures between 64-84°F.	**Presumed Absent;** Magpie Creek within and in proximity to the BSA does not provide adequate water to support the species; habitat unsuitable for Sacramento perch.
Delta smelt	*Hypomesus transpacificus*	Fed: CA: DFG:	T E --	Occurs within the Sacramento-San Joaquin Delta and seasonally within the Suisun Bay, Carquinez Strait and San Pablo Bay. Most often occurs in partially saline waters.	**Presumed Absent;** Magpie Creek within and in proximity to the BSA is outside the range of the species; habitat unsuitable for delta smelt.
Central Valley steelhead	*Oncorhynchus mykiss*	Fed: CA: DFG:	T -- --	Spawning occurs in small tributaries on coarse gravel beds in riffle areas. Central Valley steelhead are found in the	**Presumed Absent;** Magpie Creek within and in proximity to the BSA does not provide adequate water, substrates,

Common Name	Scientific Name	Status		General Habitat Description	Potential for Occurrence and Rationale
				Sacramento River system; the principal remaining wild populations spawn annually in Deer and Mill Creeks in Tehama County, in the lower Yuba River, a small population in the lower Stanislaus River and, though potentially extirpated, from the San Joaquin basin.	or connectivity to known river populations; habitat unsuitable for Central Valley steelhead.
Central Valley spring-run Chinook salmon	*Oncorhynchus tshawytscha*	Fed: CA: DFG:	T T --	Spring-run Chinook enter the Sacramento-San Joaquin River system to spawn, requiring larger gravel particle size and more water flow through their redds than other salmonids. Remaining runs occur in Butte, Mill, Deer, Antelope, and Beegum Creeks, tributaries to the Sacramento River. Known to occur in Siskiyou and Trinity counties.	**Presumed Absent;** Magpie Creek within and in proximity to the BSA does not provide adequate water, substrates, or connectivity to known river populations; habitat unsuitable for Central Valley spring-run Chinook salmon.
Winter-run chinook salmon, Sacramento River	*Oncorhynchus tshawytscha*	Fed: CA: DFG:	E E --	Winter-run Chinook are currently restricted within the Sacramento River below Keswick dam; species does not spawn in tributaries. Species requires cold water over gravel beds to spawn.	**Presumed Absent;** Magpie Creek within and in proximity to the BSA does not provide adequate water, substrates, or connectivity to known river populations; habitat unsuitable for Central Valley winter-run Chinook salmon, Sacramento River.
Sacramento splittail	*Pogonichthys macrolepidotus*	Fed: CA: DFG:	-- -- SSC	Historically inhabited low moving rivers, sloughs, and alkaline lakes of the Central Valley; now restricted to the Delta, Suisun Bay and associated marshes. Species is adapted to fluctuating environments with tolerance to water salinities from 10-18 ppt., low oxygen levels (< 1.0 mg/L) and temperatures of 41-75°F. Spawns late February- early July, with a peak in March-April; requires flooded vegetation for spawning activity and protective cover for young.	**Presumed Absent;** Magpie Creek within and in proximity to the BSA does not provide adequate water, and is outside the current known range of the species; habitat unsuitable for Sacramento splittail.

Federal Designations (Fed): (FESA, USFWS) **C:** Federal candidate **D:** Federally delisted **E:** Federally listed, endangered **T:** Federally listed, threatened	**State Designations (CA):** (CESA, CDFG) **E:**State-listed, endangered **T:**State-listed, threatened **FP:** CDFG Fully Protected

Other Designations
DFG_SSC: DFG Species of Special Concern
DFG_FP: DFG Fully Protected

California Native Plant Society Designations:
Note: according to CNPS (Skinner and Pavlik 1994), plants on Lists 1B and 2 meet definitions for listing as threatened or endangered under Section 1901, Chapter 10 of the CFG Code. This interpretation is inconsistent with other definitions.
1A: Plants presumed extinct in California.
1B: Plants rare and endangered in California and throughout their range.
2: Plants rare, threatened, or endangered in California but more common elsewhere in their range.
3: Plants about which need more information; a review list.
4: Plants of limited distribution; a watch list.

Plants 1B, 2, and 4 extension meanings:
_**.1** Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
_**.2** Fairly endangered in California (20-80% occurrences threatened)
_**.3** Not very endangered in California (<20% of occurrences threatened or no current threats known)

Potential for Occurrence Criteria:
Present: Species was observed on site during a site visit or focused survey.
High: Habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been recorded within 5 miles of the site.
Low-Moderate: Either low quality habitat (including soils and elevation factors) for the species occurs on site and a known occurrence exists within 5 miles of the site; or suitable habitat strongly associated with the species occurs on site, but no records were found within the database search.
Presumed Absent: Focused surveys were conducted and the species was not found, or species was found within the database search but habitat (including soils and elevation factors) do not exist on site, or the known geographic range of the species does not include the survey area.

Source: (CNDDB 2012), (CNPS 2012), (Miller and Hornaday 1999), (Shuford and Gardali 2008), (Kyle, Keiller 2011) (Zeiner 1988-1990), (University of California 2012), (University of California Davis 2012), (USFWS 2007, 2005, 2012a, 2012b)

STANDARDS OF SIGNIFICANCE

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

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

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Wildlife Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Wildlife Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Wildlife (CDFW);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the CDFW, USFWS, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following General Plan policies would avoid or lessen environmental impacts as identified in the Master EIR and are considered mitigation measures for the following project-level and cumulative impacts.

Impact 6.3-8: Implementation of the 2030 General Plan could result in the loss or modification of riparian habitat, resulting in a substantial adverse effect.

Mitigation Measure 6.3-8 – General Plan Policy ER 2.1.5 - Riparian Habitat Integrity: The

City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.

Impact 6.3-9: Implementation of the 2030 General Plan could result in a substantial adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.

Mitigation Measure 6.3-9 – General Plan Policy ER 2.1.6 – Wetland Protection: The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetland, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City may require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function.

General Plan Policy ER-2.1.9: The City shall preserve, protect, and avoid impacts to wildlife corridors. If corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value.

General Plan Policy ER-1.1.7: The City shall minimize disturbances of natural water bodies and natural drainage systems, protect areas of disturbance from erosion and sediment loss, and comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

General Plan Policy ER-3.1.3: The City shall protect in place all heritage trees, defined under Sacramento City Code Title 12, Chapter 12.64 Heritage Trees as follows:

1. Any tree of any species with a trunk diameter at breast height (dbh) of thirty-two (32) inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
2. Any native Oak (Quercus sp.), California buckeye (Aesculus californica) or California sycamore (Platanus racemosa), having a dbh of eleven and a half (11.5) inches or greater when a single trunk, or a cumulative dbh of 11.5 inches or greater when a multi-trunk, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
3. Any tree with an eleven and a half (11.5) inches dbh or greater in a riparian zone. The riparian zone is measured from the centerline of the water course to thirty (30) feet beyond the high water line.
4. Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit.

Where tree removal cannot be avoided, the project shall replace removed trees or provide suitable mitigation.

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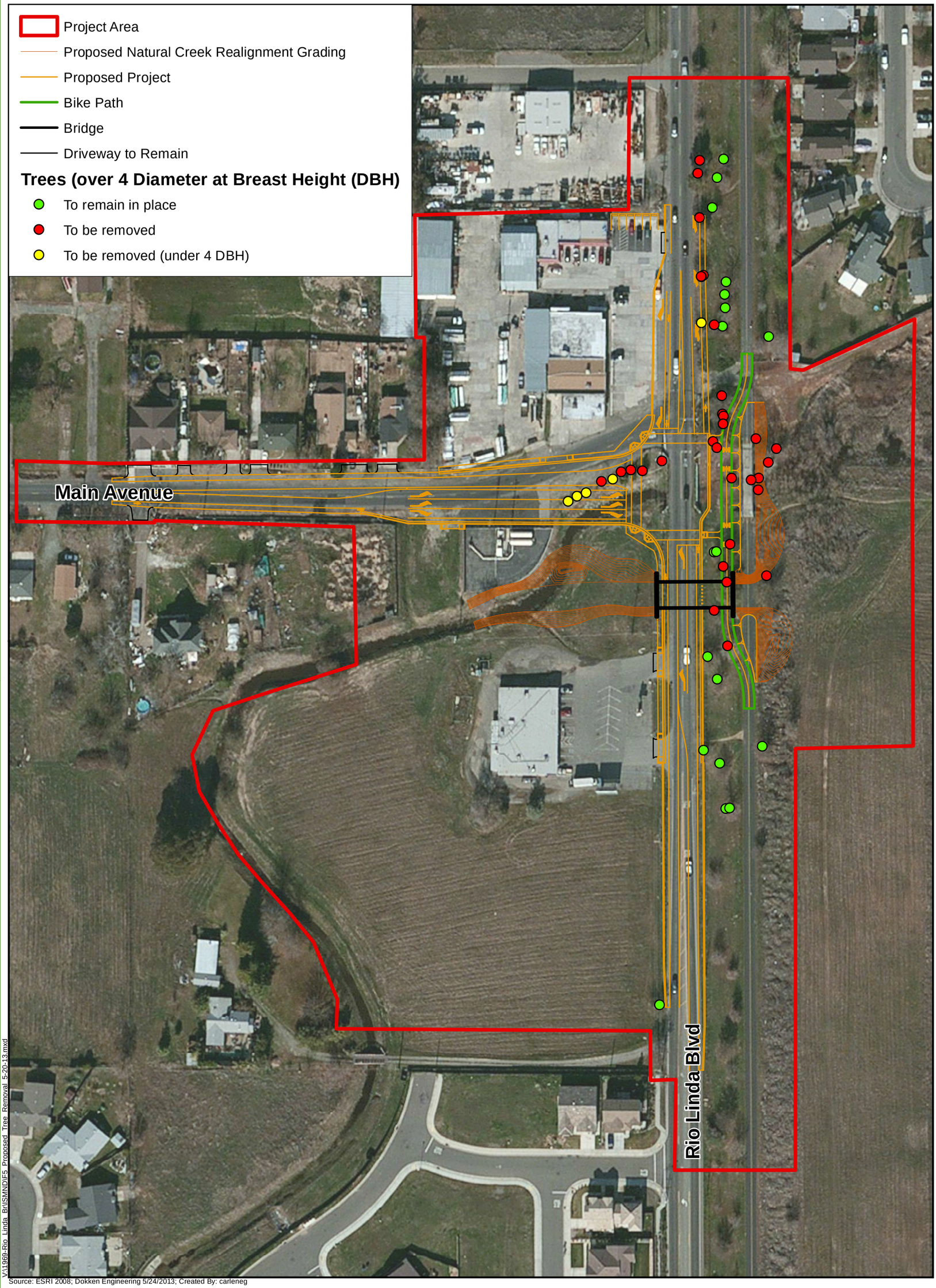

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Source: ESRI 2008; Dokken Engineering 5/24/2013; Created By: carleneg

0 100 200 300 400 Feet

FIGURE 5
Proposed Tree Removal
BRLS 5002(134)
Rio Linda Boulevard Bridge Replacement Project
City of Sacramento, California

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND C

The Rio Linda Boulevard Bridge Replacement Project would have no additional significant environmental effect to the surrounding environment, creating a hazard to plant or animal populations. Based upon the biologist's database search and a pedestrian survey of the project area, and as described in Table 4, all Special Status Species, except white-tailed kite and Swainson's hawk were presumed absent due to lack of suitable habitat. In order to ensure that no additional significant environmental effects are caused due to the project Best Management Practices (BMPs) would be put in place to protect the project area. To protect nocturnal riparian species during construction, no night work shall be permitted within 100 feet of the Magpie Creek corridor. To minimize permanent lighting within the Magpie Creek corridor, all bridge and trail lighting proposed to be established within 50 feet of Magpie Creek shall be shielded and directed away from the creek. Should any sensitive plant species be found within the project area, specimens shall be Environmentally Sensitive Area (ESA) fenced or relocated as determined by the appropriate regulatory agency. All landscaping installed as part of the project shall consist of a biologist approved plant palette from native, locally adapted species. Prior to arrival at the project site and prior to leaving the project site, construction equipment that may contain invasive plants and/or seeds shall be cleaned to reduce the spreading of noxious weeds.

Species of Special Concern:

White-tailed kite (*Elanus leucurus*) is a CDFW Species of Special Concern. During the May and October biological surveys, no sign of the white-tailed kite was observed. While approximately 8 acres of ruderal vegetation dominated by non-native grassland are potentially suitable for species foraging. Surveys also revealed a high level of human activity within the BSA including transient residence, frequent use of the Sacramento Northern Bike Trail, and a high volume of vehicular travel on Rio Linda Boulevard. This high level of human activity greatly reduces the suitability of observed trees for nesting activities within the BSA. In addition trees present within the BSA lack the density preferred for breeding activities. The nearest CNDDB occurrence is approximately 1 mile from project site.

Although no white-tailed kites were observed during the May and October 2012 surveys, the species could occur within the project vicinity. Most impacts to potential foraging habitat would be temporary (approximately 1.2 acres), with minimal permanent impacts (approximately 0.2 acre); nesting is not anticipated to occur within BSA. Considering the amount of development and hardscape in the BSA, the current frequency and volume of human activity, the amount of affected foraging habitat within the project limits, anticipated absence of species nesting, and implementation of mitigation measures BIO-1 & BIO-2 the project would not impact the viability of the overall population.

The Swainson's hawk is a State threatened species. During the May and October biological surveys, no sign of the Swainson's hawk was observed. However, red-tailed hawk (*Buteo jamaicensis*), which forages in similar habitats as the Swainson's hawk, was observed within the BSA. Although the BSA is not located within or near a preferred riparian system, trees potentially suitable for nesting (10 feet or taller and containing a dbh of 2 inches or greater) are scattered throughout and approximately 8 acres of ruderal vegetation dominated by non-native grassland are potentially suitable for species foraging. Surveys revealed a high level of human

activity within the BSA including transient residence, frequent use of the Sacramento Northern Bike Trail, and a high volume of vehicular travel on Rio Linda Boulevard which greatly reduces the suitability of observed trees for nesting activities within the BSA. The nearest CNDDB occurrence is approximately 1 mile from project site.

Although no Swainson's hawk were observed during the May and October 2012 surveys, the species could occur within the project vicinity. Most impacts to potential foraging habitat will be temporary (approximately 1.2 acres), with minimal permanent impacts (approximately 0.2 acre); nesting is not anticipated to occur within the BSA. Considering the amount of development and hardscape in the BSA, the current frequency and volume of human activity, the amount of affected foraging habitat within the project limits, anticipated absence of species nesting, and implementation of minimization and avoidance measures BIO-1 & BIO-2, the project will not impact the viability of the overall population.

Potential Waters of the U.S.

Permanent Impacts
The project would result in permanent impacts (0.11 acre Magpie Creek [wetland] and 0.01 acre Magpie Creek [non-wetland]) to Magpie Creek—a water of the U.S. and State. Table 5 is a compilation of anticipated impacts to waters of the U.S. and State within the project area. Realignment of the Rio Linda Bridge and improvements to the Rio Linda Boulevard/Main Avenue intersection over Magpie Creek would permanently modify the natural bottomed Magpie Creek channel. Further, realignment of the creek channel would create approximately 0.21 acre waters of the U.S. and State.

Table 5: Anticipated Impacts to Waters Within the Project Area

	Waters of the U.S.		Waters of the State	
Feature	**Temporary**	**Permanent**	**Temporary**	**Permanent**
Magpie Creek (non-wetland)	0	0.01 acre	0	0.01
Magpie Creek (wetland)	Less than 0.01	0.11	Less than 0.01	0.11
Total	**Less than 0.01**	**0.12 acre**	**Less than 0.01**	**0.12 acre**

Temporary Impacts
The project would result in temporary impacts (less than 0.01 acre Magpie Creek [wetland] and 0 acre Magpie Creek [non-wetland]) to Magpie Creek— a water of the U.S. and State.

Sensitive Habitats

Freshwater Marsh:
The freshwater marsh community occurs outside the project construction limits and no permanent impacts are anticipated. Table 6 is a compilation of anticipated impacts to sensitive habitats within the project area.

Great Valley Willow Scrub:
The Great Valley Willow Scrub community occurs within the project construction limits and a small amount (less than 0.01 acre) of permanent impacts is anticipated to accommodate the realigned bike path and road crossings. The proposed project has been designed to minimize all

permanent impacts to the maximum extent practicable. As a result, permanent impacts would be minimized through the realignment of Magpie Creek and onsite revegetation to restore and improve the existing wetland/riparian vegetation.

Table 6: Anticipated Impacts to Sensitive Habitats Within the Project Area

	Waters of the U.S.		Waters of the State	
Feature	**Temporary**	**Permanent**	**Temporary**	**Permanent**
Freshwater Marsh	0	0	0	0
Great Valley Willow Scrub	0.01 acre	Less than 0.01 acre	0.02 acre	Less than 0.01 acre
Total	**0.01 acre**	**Less than 0.01 acre**	**0.02 acre**	**Less than 0.01 acre**

To further reduce project-specific impacts, implementation of Mitigation Measures BIO-4 through BIO-~~8~~7 would ensure that construction activities would avoid impacts on species of special concern as well as regulatory waters and that the project would compensate for loss of waters within the impact area.

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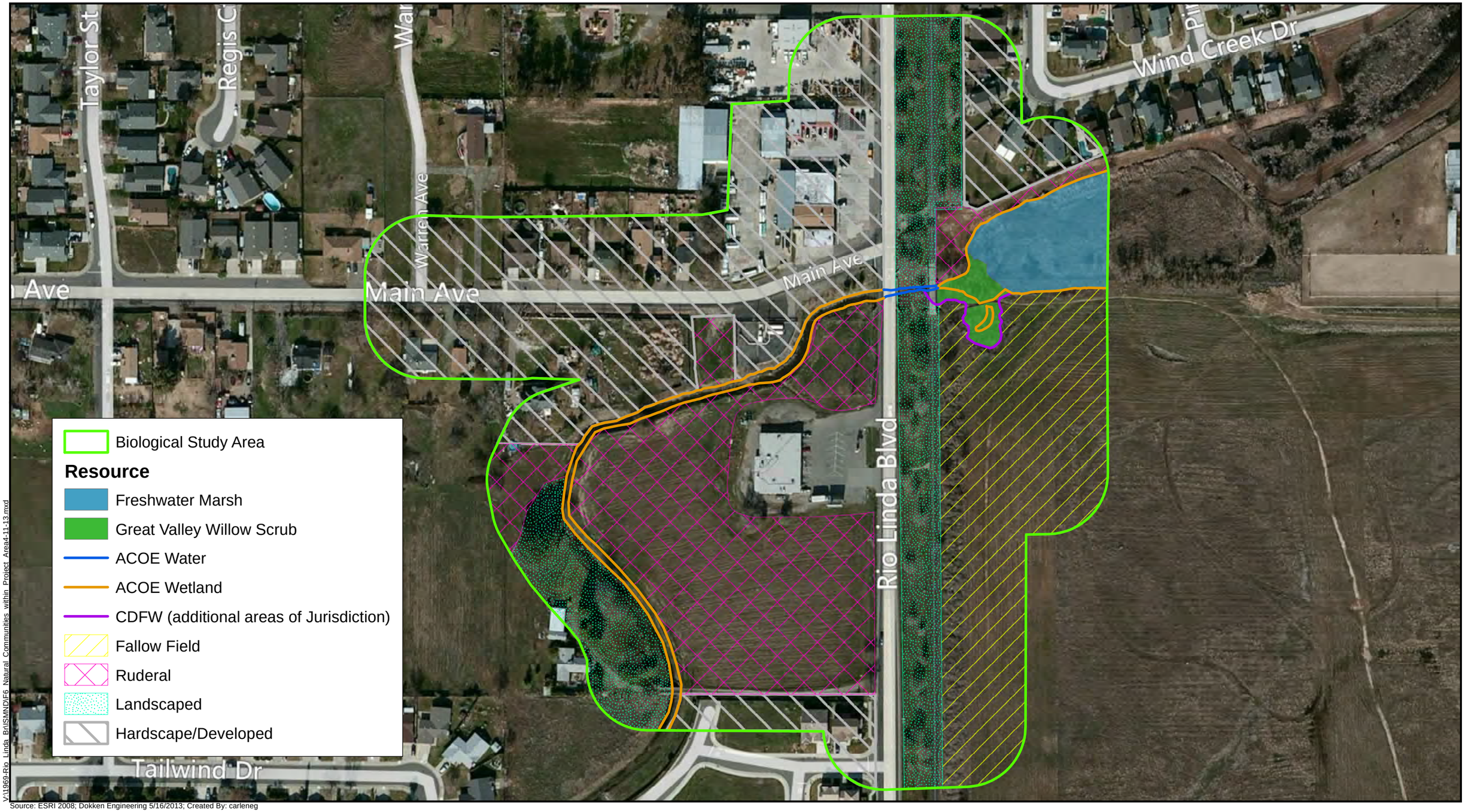

V:\1969-Rio Linda Br\MXD\F6 Natural Communities within Project Area4-11-13.mxd

Source: ESRI 2008; Dokken Engineering 5/16/2013; Created By: carleneg

FIGURE 6
Natural Communities within the Project Area
BRLS 5002(134)
Rio Linda Boulevard Bridge Replacement Project
City of Sacramento, California

QUESTION B

The Rio Linda Boulevard Bridge Replacement Project would not result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animals. There is low to moderate potential for the Swainson's hawk, a State threatened species to occur within the BSA. There is also low to moderate potential for the white-tailed kite, a CDFW Species of Special Concern to occur within the BSA. Considering the amount of development and hardscape in the BSA, the current frequency and volume of human activity, the amount of affected foraging habitat within the project limits, anticipated absence of species nesting, and the implementation of minimization and avoidance measures incorporated into the project design, the project would not impact the viability of the overall population and further consultation under CESA is not anticipated. To minimize and avoid potential impacts to Swainson's hawk and white-tailed kite, the project would comply with mitigation measures BIO-1. BIO-2 and BIO-3 to ensure protection of migratory nesting birds.

MITIGATION MEASURES

BIO-1: If construction is planned to occur during the raptor nesting season (February 15th – September 15th) a preconstruction raptor nesting survey shall be conducted by a qualified biologist within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, 10 feet or taller and containing a dbh of 2 inches or greater. Within 2 weeks of the nesting raptor survey, all vegetation cleared by the biologist shall be removed by the contractor.

A minimum 500 foot no-disturbance buffer shall be established around any active raptor nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

BIO-2: If ground disturbance or vegetation removal is to take place during the breeding season (February 15th – September 15th), a pre-construction nesting bird survey shall be conducted within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, bushes, tall grasses and emergent vegetation. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor.

A minimum 100 foot no-disturbance buffer shall be established around any active nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

BIO-3: If construction on the existing bridge is planned to occur during the swallow nesting season, measures shall be taken to avoid impacts to migratory swallows. To protect migratory swallows, unoccupied nests will be removed from the existing bridge structure prior to the nesting season (February 15th – September 15th). During the nesting season, the bridge structure shall be maintained through the active removal of partially

constructed nests. Swallows can complete nest construction in approximately 3 days. After a nest is completed, it can no longer be removed until an approved biologist has determined that all birds have fledged and the nest is no longer being used.

BIO-4: The Magpie Creek Channel and all associated wetland vegetation shall be marked as Environmentally Sensitive Area (ESA) and either staked or fenced with orange snow fencing to ensure the construction areas will not encroach further than the work limits designated in the environmental permits (to be obtained prior to construction). During the construction period, a qualified biologist shall inspect the construction limits periodically to ensure sensitive locations remain undisturbed.

BIO-5: Per City of Sacramento General Plan ER-2.1.5 the project shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive nonnative plants. Adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.

BIO-6~~7~~: Per City of Sacramento General Plan ER-2.1.6 the project shall preserve and protect wetland resources to the greatest extent feasible. Mitigation of all adverse impacts on wetland resources shall be in compliance with State and Federal regulations protecting wetland resources. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-netloss of value and/or function.

BIO-7~~8~~: At construction completion, the Magpie Creek channel within the project impact area shall be revegetated with native riparian trees and understory and/or wetland marsh. Species selected for revegetation shall be selected from reference sites located within the region. Also, creek contours would be designed in an natural and undulating manor as mitigation grading (see Figure 6).

FINDINGS

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

V:\11969-Rio_Linda_Br\SMND\F7_Creek_Realignment_5-16-13.mxd

Source: ESRI 2008; Dokken Engineering 6/11/2013; Created By: carleneg

0 50 100 150 200 Feet

FIGURE 7
Creek Contour and Mitigation Grading
BRLS 5002(134)
Main Avenue/Rio Linda Boulevard Intersection Project
City of Sacramento, Sacramento County, California

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?			X

ENVIRONMENTAL SETTING

An Area of Potential Effects (APE) was established considering areas of permanent and temporary disturbance, including construction staging, utility relocations, and grading. The APE has been greatly disturbed and modified by residential and commercial development, the construction and maintenance of roadways, vegetation maintenance, agricultural and field planting maintenance, the construction and maintenance of the Sacramento Northern Railroad (SNRR) (now the Northern Sacramento Bike Trail), buried utilities, monitoring wells, previous realignment of Magpie Creek and the adjacent agricultural fields. The Rio Linda Boulevard Bridge (Bridge #24C-0129) is a two-lane, four span reinforced concrete slab bridge located just south of the intersection of Main Avenue and Rio Linda Boulevard. Constructed in 1937, the bridge carries Rio Linda Boulevard over Magpie Creek. The Rio Linda Boulevard Bridge is not eligible for listing on the National Register of Historic Places.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or

2. Directly or indirectly destroy a unique paleontological resource. Answers to Checklist Questions

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources. See Chapter 6.4. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

A Historic Property Survey Report was prepared in March 2013 to evaluate the potential impacts this project could have on cultural resources. As part of the Historic Property Survey Report, an Archaeological Survey Report was prepared to evaluate the potential for archaeological resources in the project area. As part of the Archaeological Survey Report aerial photos were reviewed to determine the natural topography of the project area before it was transformed by modern development. The Rio Linda Boulevard Bridge was observed in the historic aerial photos as it was constructed in 1937. Although the Rio Linda Boulevard Bridge was constructed in 1937 it is not eligible for listing on the National Register of Historic Places. Also, the Rio Linda Boulevard Bridge is not eligible as a historic resource under State or Local levels (California and City registers). Archaeological field surveys were conducted on October 15, 2012 for the purposes of identifying and recording archaeological resources in the project area. This field survey consisted of ten meter-wide transects to inspect the ground surface within the APE. The filed survey did not identify cultural resources requiring further evaluation within the APE. Based on this report, no archaeological resources are expected to be encountered during project construction. Mitigation measure CR-1 would further minimize the potential for impacts to archaeological resources should they be encountered during construction activities.

Disturbance to human remains, including those interred outside of formal cemeteries is not anticipated because the project site is already highly disturbed from existing roadways and development. Measure CR-2 would further minimize the potential for impacts as a result of discovery of human remains during construction.

QUESTION B

The proposed project is not anticipated to impact paleontological resources. The project area has been disturbed previously by construction of the surrounding development and agricultural uses. As documented in the Master EIR, the general Sacramento area is not considered sensitive for paleontological resources.

MITIGATION MEASURES

CR-1 If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

CR-2 Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.

FINDINGS

With implementation of the mitigation, the environmental effects of the project relating to Cultural Resources would be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4.GEOLOGY AND SOILS Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X

ENVIRONMENTAL SETTING

Geological formations of the project vicinity include Basin deposits (Qb), Riverbank Formation (Qr) and Modesto-Riverbank Formations (Qmr) (Wagner et.al 1981).

Surface faulting or ground rupture tends to occur along lines of previous faulting. The nearest fault is the Foothill Fault System, located approximately 24 miles north east of the project area. Since previously identified fault lines are not within or near the project area, the possibility of fault rupture is negligible within the site, but in the event of an earthquake on a nearby fault, the project site could experience ground shaking. The California Geological Survey (CGS) probabilistic seismic hazards maps shows that the seismic ground-shaking hazard for the city is relatively low, and is among the lowest in the State.

STANDARDS OF SIGNIFICANCE

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTION

The project area is located approximately 34 miles northwest of the nearest active fault and is not within an Alquist-Priolo Earthquake Fault Zone. Therefore, the change of fault rupture within the project area is very low. Since previously identified fault lines are not within or near the project site, the possibility of fault rupture is negligible within the project site, but in the event of an earthquake on a nearby fault, the project site could experience ground shaking.

General Plan Goal EC 1.1 and Policies 1.1.1 to 1.1.3 would ensure that lives and property within the project area protected from seismic hazards. These policies include regular review and enforcement of seismic and geologic safety standards, and geotechnical investigations to determine potential for hazards such as ground rupture, ground shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards may be present. This impact is within the scope of the General Plan and was analyzed in the Master EIR. By complying with the General Plan policies and City Code, the proposed project would have a less-than-significant impact on exposing life and property to seismic hazards. The project site is relatively level, so there would be no impacts related to the possibility of landslides.

The Regional Water Quality Control Board (RWQCB) permits all regulated construction activities under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity projects with more than 1 acre of ground disturbance. The project's construction activities would be required to comply with the City's Grading, Erosion, and Sediment Control Ordinance. Compliance under this ordinance includes preparation of an erosion and sediment control plan that identifies and implements a variety of best management practices to reduce the potential for erosion or sedimentation.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?		X	
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

ENVIRONMENTAL AND REGULATORY SETTING

The information provided in this section is based on the Initial Site Assessment (ISA) prepared for the project in January 2013. The project area includes a mixture of public roads with associated ROW, retail and commercial development, public-use property, public municipal property, and undeveloped land. The ISA was prepared to evaluate whether potential sources or indications of hazardous substances contamination are present in the areas of right-of-way and construction for the proposed project. This investigation included a field inspection of the project area and a review of listings of Federal and State regulatory agencies that are responsible for recording incidents of hazardous material contamination.

Information obtained from the City, and review of historical documents, indicate that the Main Avenue and Rio Linda Boulevard roadways were constructed during the early to mid-1910s. Sections of the Right of Way (ROW) adjacent to these roadways are unpaved and may contain concentrations of Aerially Deposited Lead (ADL) related to historical automotive emissions. In addition, lead and chromium have historically been used in yellow paint and thermoplastic striping similar to that used along Main Avenue, Rio Linda Boulevard, and the bike trail.

Review of regulatory and historical information indicates that the former Nolan's Self Serve gasoline station was operated from at least 1960 to 1992 on the northwestern project area, near the northwestern corner of the Main Avenue and Rio Linda Boulevard intersection.

STANDARDS OF SIGNIFICANCE

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

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

- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 6.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2030 general Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Sections of the Right of Way (ROW) adjacent to these roadways are unpaved and may contain concentrations of Aerially Deposited Lead (ADL) related to historical automotive emissions. In addition, lead and chromium have historically been used in yellow paint and thermoplastic striping similar to that used along Main Avenue, Rio Linda Boulevard, and the bike trail. A fuel leak associated with the Former Nolan's Self Serve gasoline station's Underground Storage Tank (UST) and dispensing system was reported to the Sacramento County Environmental Management Department (SCEMD) in 1992. In 1999 and 2000 seven USTs and the fuel piping and dispensing facilities were removed, and the gasoline station was closed. Results of environmental investigation conducted at the former gasoline station indicated the presence of petroleum hydrocarbons in the underlying soil and groundwater. Concentrations of total petroleum hydrocarbons are referenced to gasoline (TPHg), and diesel (TPHd), gasoline constituents, and fuel oxygenates were reported in samples collected from onsite soil at depths ranging from 3 to 65 feet. Concentrations of TPHg, benzene, and 1,2-dichloroethane (1,2-DCA) were reported in soil samples collected beneath the former gasoline station from 1999 to 2009 at concentrations up to 9,300 mg/kg, 12 mg/kg, and 0.16 mg/kg, respectively. Concentrations of these constituents reportedly extended horizontally from the location of the former onsite fuel storage and dispensing area to the Main Avenue and Rio Linda Boulevard ROWs and possibly roadways. No remediation activities (other than soil excavated from the former UST pits and piping trenches in 1999 and 2000) have been conducted to remove petroleum hydrocarbons and/or fuel oxygenates from soil beneath the former gasoline station.

With the incorporation of HAZ-1 through HAZ-3 there would be a less-than-significant impact to people in regards to exposure of existing contaminated soil and lead during construction activities.

QUESTION B

Review of information available through the USGS and the CGS indicated that nearest ultramafic rock formation which may be associated with naturally occurring asbestos is approximately 19 miles northeast of the project area, along the eastern banks of Folsom Lake (USGS, 2011 and CGS, 2011).

Observations made during the site reconnaissance indicate that the Rio Linda Boulevard Bridge and the bike trail bridge are constructed with unpainted concrete supports, abutments, and barriers, with concrete and/or asphalt decks. Therefore, analysis for lead-containing prior to removal of these structures is not warranted.

QUESTION C

Groundwater monitoring conducted since 2003 indicates that generally, TPHg and 1,2-DCA have typically been detected in groundwater samples collected from onsite wells at the former gasoline station. Although TPHg concentrations have not been detected in samples collected from the onsite wells since August 2008, concentrations of 1,2-DCA have been reported in groundwater samples collected as recently as February 2012. Groundwater is reportedly situated at a depth of approximately 57 feet beneath the former gasoline station and flows in a generally southeastern direction (toward the Main Avenue and Rio Lind Boulevard intersection). No remediation activities have been conducted to remove TPHg or 1,2-DCA from groundwater.

Although the presence of 1,2-DCA in groundwater beneath and downgradient (southeast) of the former onsite gasoline station represents an Recognized Environmental Conditions (REC) associated with the project area, the proposed construction activities associated with the bridge replacement project are not likely to encounter groundwater, which is situated at a depth of approximately 57 feet. Therefore, assessment of groundwater conditions beneath the Site prior to design and construction of the bridge replacement is not warranted.

The bridge replacement project may require construction within the areas where monitoring wells associated with the former gasoline station groundwater monitoring program have been located along the north side of Main Avenue and west side of Rio Linda Boulevard. At least one monitoring well (MW-5) appears to be located within the proposed realignment of Main Avenue. It is possible that the Sacramento County Environmental Management Department (SCEMD) and the former gasoline owner (the entity financially responsible for the ongoing groundwater monitoring program) may require that the City replace monitoring wells damaged or removed during the bridge replacement project construction activities.

MITIGATION MEASURES

HAZ-1: Prior to ground disturbing activities at the affected areas, ADL testing shall be completed within the unpaved ROW along Main Avenue and Rio Linda Boulevard. Testing shall be completed prior to the start of construction and will be performed.

The City of Sacramento will perform ADL testing during final design of the project. If testing results are positive for substantial amounts of ADL (pursuant to DTSC standards)

Caltrans Standard Special Provisions (SSPs) will be provided outlining proper remediation of the contaminated soils.

SSPs will be required to ensure worker protection from lead exposure and/or whether soil being excavated or disturbed will require handling or disposal as a hazardous material to comply with Federal and State regulations.

HAZ-2: Prior to roadway demolition and excavation, a preliminary investigation shall be completed to assess the potential presence of lead and chromium in the yellow paint and thermoplastic striping used along Main Avenue, Rio Linda Boulevard, and the bike trail that will be removed as part of the bridge replacement project. The striping investigation should be conducted to evaluate whether Caltrans SSPs require implementation to ensure worker protection from metals exposure and/or whether the striping being removed will require handling or disposal as hazardous materials to comply with Federal and State regulations.

HAZ-3: Prior to construction ground disturbing activities, a preliminary investigation shall be completed to assess the potential presence of motor vehicle fuels and fuel oxygenates in soil associated with the former onsite gasoline station that will be excavated or disturbed as part of the bridge replacement project. The preliminary soil investigation should be conducted to assess the presence of petroleum hydrocarbons and fuel oxygenates in soil beneath the Main Avenue and Rio Linda Boulevard ROWs and possibly roadways adjacent to the former onsite gasoline station to ensure worker protection from exposure to these constituents and/or whether soil being excavated or disturbed will require handling or disposal as a hazardous material to comply with Federal and State regulations.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood ?			X

ENVIRONMENTAL SETTING

The project area is within the Valley-American hydrologic unit and the Lower Sacramento River Watershed. Downstream Magpie Creek is affluent to Steelhead Creek (formerly known as Natomas East Main Drainage Canal (NEMDC)), then confluence with the greater Sacramento River. Magpie Creek is not 303(d) listed and it has no associated TMDL restrictions. (Caltrans, 2010)

The Sacramento River and its tributary channels beneficial uses are municipal and domestic supply, agriculture, industry, recreation, freshwater habitats (migration and spawning of fish), and wildlife habitat according to the Basin Plan for the Sacramento River and San Joaquin River Basins (California Regional Water Quality Control Board, 1998).

The proposed project is not located within one of California's four sole source aquifers. The project is located in Sacramento County which does not have a sole source aquifer.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.7-3: Implementation of the 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a localized 100-year flood.

Impact 6.7-6: Implementation of the 2030 General Plan, in addition to other projects in the watershed, could result in increased numbers of residents and structures exposed to a localized 100-year flood event.

Mitigation Measure 6.7-6 - General Plan Policy ER 1.1.5 - No Net Increase: The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100- year storm event.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2030 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2030 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Realignment of Magpie Creek would disturb approximately 0.5 acre of soil. Construction activities would not substantially degrade water quality and would not violate any water quality objectives by the State Water Resources Control Board. BMPs will be put in place to prevent sediment and other contaminants generated by construction from impacting Magpie Creek.

The proposed project would have an insignificant impact to the existing 100-year floodplain of Lower Magpie Creek within the project vicinity. The project is located within the Federal Emergency Management Agency (FEMA) Zone AE, which represents areas with a 1% annual chance of flooding and where the base flood elevation (BFE) is determined. The project area is also within Zone X, which represents areas of 0.2% annual chance flood; areas of 1% annual change flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The project site is located at the limit of the detailed study conducted by FEMA (as shown on the Flood Insurance Rate Map in Appendix A).

The Flood of October 1962 was the largest that has been recorded at Roseville gaging station on Dry Creek, which runs from east to west and north of the project site. During this storm, flood waters from Magpie Creek bypassed the upper portion of the diversion levee and flowed into

Lower Magpie Creek, causing flooding in the area between Dry Creek Road and Raley Boulevard. During a 500-year flood event, some flood waters will overtop the levee on Lower Magpie Creek Diversion and flow south toward the Project site. The Flood Insurance Rate Map (FIRM) shows the 100-year flood flows are contained within Lower Magpie Creek. The FIRM is included in Appendix A.

A Location Hydraulic Study was prepared for the proposed project in which analysis of the bridge replacement took place. Based on the analysis, the proposed project would result in a slight decrease in water surface elevation upstream of the bridge and a slight increase in water surface elevation downstream of the bridge. However, these changes in water surface elevation are considered to be insignificant.

Table 7: Summary of 100-year Water Surface Elevations

Location	Water Surface Elevation (ft NGVD 29)	
	Existing	Proposed
Upstream, east, of the bridge	34.4	34.1
Upstream (RS 280 for Existing) (RS 330 for Proposed)	34.0	33.8
Downstream (RS 233 for Existing) (RS 233 for Proposed)	33.7	33.4
Downstream, west, of the bridge	32.8	32.8

Note: RS = River Station
Source: Rio Linda Boulevard Bridge Replacement Project; Draft Location Hydraulic Study Report; Prepared by: WRECO for the City of Sacramento, March 2013

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. LIGHT AND GLARE Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X

ENVIRONMENTAL SETTING

Sensitive viewer groups in the project area include existing commercial customers along Rio Linda Boulevard and Main Avenue as well as bike trail users on the east side of Rio Linda Boulevard. The Rio Linda Boulevard and Main Avenue intersection currently has a flashing red stop light and one standard street light.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR described the existing visual conditions in the general plan policy area, and the potential changes to those conditions that could result from development consistent with the 2030 general Plan. See Master EIR, Chapter 6.13, Urban design and Visual Resources.

The Master EIR identified potential impacts for glare (Impact 6.13-1). Mitigation Measure 6.13-1, set forth below, was identified to reduce the effect to a less-than-significant level.

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

General Plan Policy ER 7.1.5 Lighting. The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.

General Plan Policy ER 7.1.6 Glare. The City shall require that new development avoid the creation of incompatible glare through development design features.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The project would not create a source of glare that would cause a public hazard or annoyance. While the new bridge would have a widened bridge surface, this widening would not be substantial enough to create a new source of reflective daytime or nighttime glare. The roadway and bridge surfaces would be of materials typically seen by drivers. No substantially reflective surfaces are proposed. Project implementation would require that existing vegetation be removed along the existing roadway within the project area to allow for the creek realignment, thereby increasing the effects of glare and reducing the available shade for roadway surfaces. However, the project would not include the construction of structures that could reflect or concentrate sunlight, thereby increasing glare.

The project would not create a substantial new source of light that would be cast onto oncoming traffic or residential uses. The project includes the installation of a traffic signal which would replace a flashing red stop light currently at the intersection. The traffic signal would be of standard dimensions and materials typically seen by drivers; it would not be a substantial new source of bright light and would not constitute a hazard or annoyance. New street lights would be added to the intersection to increase visibility over the bridge and along Rio Linda Boulevard. Light casting onto oncoming traffic or residential areas would not result, as all lighting added in the project area would be shielded with downcasting, consistent with the City of Sacramento Master EIR lighting requirements.

As part of the project, street lighting would be added to increase visibility over the bridge and along Rio Linda Boulevard.

These impacts would be less than significant. Therefore, the proposed project would not result in additional significant impacts on light and glare that were not addressed or considered in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to light and glare.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
+D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

ENVIRONMENTAL SETTING

The noise environment near the proposed project is dominated by traffic sources. Background noise levels are influenced by Rio Linda Boulevard and Main Avenue, existing surrounding residential uses, bike trail activities. Traffic remains the dominant noise source at the project site.

The vicinity of the project area is most similar to that of "normal suburban residential urban," and "normal urban residential." Normal suburban residential urban areas have a typical noise level of 50-55 dBA while Normal Urban Residential has a typical noise level of 60 dBA (Cowan 1984, Hoover and Keith 1996).

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts

that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential for development under the 2030 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 6.8-1) and interior noise levels (Impact 6.8-2), and vibration impacts (Impact 6.8-4) were found to be significant and unavoidable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following General Plan policies would avoid or lessen environmental impacts as identified in the Master EIR and are considered mitigation measures for the following project-level and cumulative impacts.

Impact 6.8-4: Implementation of the 2030 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.

Impact 6.8-9: Implementation of the 2030 General Plan could result in cumulative construction vibration levels that exceed the vibration-peak-particle velocities greater than 0.5 inches per second.

General Plan Policy EC 3.1.6 – Vibration Screening Distances: The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail

lines to follow the Federal Transit Administration (FTA) screening distance criteria.

Impact 6.8-6: Implementation of the 2030 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A, B AND C

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by the City of Sacramento. Construction activity that occurs outside the exempt hours of the day (7am to 6pm from Monday through Saturday, and 9am to 6pm on Sundays) could result in noise that exceeds the 50-dBA daytime standard or 45-dBA nighttime standard. The contractor would be required to comply with the noise ordinance during construction activities. Construction noise is exempt as long as there is compliance with the noise code requirements pursuant to the City Code Section 8.68.080. However, if construction activities generate noise in violation of the timeframes described above, the contractor will be required to obtain the proper variances as outlined in Sections 8.68.250 and 8.68.260. The project would include construction methods, structure designs, and operational methods that would reduce the potential noise and vibration impacts to less than significant levels.

Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 96 dBA when heavy equipment is used. Construction noise of this project would be intermittent, and noise levels would vary depending on the type of construction activity. For this project, lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 ft for sound from a pick-up truck. Highest noise levels would be up to 90 dBA (at a distance of 50 ft) for a concrete saw for pavement removal. A jackhammer, which would be up to 89 dBA at a distance of 50 ft, would also be utilized during the proposed project.

The project is not anticipated to increase noise levels in the long term. The proposed project is a realignment project of an existing intersection and is not a new road. The project would not significantly change the horizontal or vertical alignment of the road. The closest residences to the project site are approximately 250 feet northeast of the bridge (see Figure 3). The proposed project would not move the road closer to the residences. A receiving lane for left turn movements will be added to Main Avenue, but this does not qualify as capacity increasing as no new through lane is being added to the intersection. Therefore, the project is not anticipated to substantially change the amount of traffic through the intersection.

The proposed project would have a less than significant impact on noise based on: 1) the project is not anticipated to change traffic; 2) Proposed construction duration is temporary; and 3) construction of the project would use proposed minimization methods. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with the City of Sacramento Codes and would be short term and intermittent.

QUESTION D THROUGH F

The project site is level, and does not include buildings or structures that would require unusual construction techniques that would cause substantial vibration. The project would not result in

additional significant environmental effects. Substantial levels of vibration are not anticipated because traffic volumes will be similar to the existing situation.

The project would generate some vibration due to construction activities, but it would not include construction activities that could generate significant ground vibration, such as pile driving. There are no historic structures within the project area that would be affected by construction-related vibration, this impact would not exceed the impact disclosed in the Master EIR.

MITIGATION MEASURES

None required.

Findings

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. PUBLIC SERVICES Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan?			X

Environmental Setting

Fire
The City of Sacramento provides fire protection services, to the project area and it is likely that the project would be served by Fire Station 17. Fire Station 17 is located at 1311 Bell Avenue approximately 1.25 miles from the proposed project site. The Fire Department operates approximately 21 stations. Fire stations are located so as to provide a maximum effective service radius of two miles (SGPU DEIR, M-1). This service radius virtually assures blanket coverage of the City. Typical response time to fire calls is four minutes (SGPU DEIR, M-1).

Police
The City of Sacramento provides police protection service approximately 2 miles from the project area. The William J. Kinney Police Facility is the police station that would service the project area. It is located at 3550 Marysville Boulevard.

School District
The proposed project site is within the Robla Elementary School District and the Twin Rivers Unified School District. The proposed project area is located approximately 0.5 miles from Norwood Junior High School. Rio Linda Boulevard would remain open throughout construction; no detour would be implemented due to the proposed project.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential effects of the 2030 General Plan on various public services. These include parks (Chapter 6.9) and police, fire protection, schools, libraries and emergency services (Chapter 6.10).

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects would be less than significant.

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

The project would not result in the need for new public services beyond what was anticipated in the 2030 General Plan. The project does not propose a new housing or commercial development requiring additional school facilities, police, and/or fire services. Road maintenance would continue at the new intersection, as is currently done with the existing. Rio Linda Boulevard and Main Street are classified as “Collector” streets in the City of Sacramento 2030 General Plan. The proposed project is consistent with the City of Sacramento General Plan as Rio Linda Boulevard and Main Street will continue to be “collector” streets and the project would not change the zoning designation of adjacent areas. The proposed project is consistent with the General Plan and land use designations for the project site. Impacts of development that could be anticipated pursuant to the general plan were evaluated in the Master EIR. Cumulative effects of development on public services were discussed and evaluated. See Master EIR Chapter 6.10.

The impact would be less than significant. Therefore, the proposed project would not result in an additional significant impact that was not addressed or considered in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?			X

ENVIRONMENTAL SETTING

The North Sacramento Community Plan area is served by a variety of recreational resources. Recreational resources include rivers, ponds, bike trails, and parks maintained by the City of Sacramento. The Northern Sacramento Bike Trail is publicly owned bikeway used as a recreational resource within the project area.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.9 of the Master EIR considered the effects of the 2030 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities. (Policy ERC 2.2.4) Impacts were considered less than significant after application of the applicable policies. (Impacts 6.9-1 and 6.9-2).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. In order to realign the Magpie Creek channel, a segment of the Northern Sacramento Bike Trail would be realigned slightly to the west, closer to Rio Linda Boulevard. This Class II bike trail would remain at a general north-south route. A Temporary Occupancy Letter has been obtained from the City of Sacramento Parks and Recreation Department per federal Section 4(f) requirements regarding effects to public parks and recreational facilities. The Temporary Occupancy Letter (included in Appendix B) states that there is not a change in ownership of the Northern Sacramento Bike Trail; work to be completed would be minor and construction activities concerning the bike trail would take less time than the full construction period for the project. The Temporary Occupancy letter also supports that the bike trail realignment would not have an adverse effect on the Northern Sacramento Bike Trail.

As a bridge replacement and intersection realignment, the project does not propose new residential or commercial developments creating a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan. Further, the Northern Sacramento bike trail will remain open throughout construction.

While the existing Class II bike trail, which parallels Rio Linda Boulevard would be realigned, this recreational facility would not be adversely affected in the long term. The bike trail will continue along a general north-south alignment. A Temporary Occupancy Letter has been obtained from the City of Sacramento Parks and Recreation Department, which satisfies Section 4(f) requirements.

These impacts would be less than significant. Therefore, the proposed project would not result in additional significant impacts on recreation that were not addressed or considered in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. TRANSPORTATION AND CIRCULATION Would the project: A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.			X
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

ENVIRONMENTAL SETTING

The project site is located on Rio Linda Boulevard and Main Avenue intersection in the City of Sacramento. The project parallels the Northern Sacramento Bike trail. The bridge currently has no shoulders, a substandard condition which is in violation of Caltrans standard recommendation of 6-foot wide shoulders. The poor approach geometrics caused by the skewed intersection combined with a narrow bridge and lack of traffic signals cause vehicular congestion and

hazardous travel conditions for both vehicular and pedestrian traffic. A replacement bridge and realignment of Main Avenue and Rio Linda Boulevard intersection into a right-angle intersection will alleviate vehicular congestion and greatly improve safety conditions for both vehicles and pedestrians.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

Roadway Segments

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

Intersections

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

Freeway Facilities

Caltrans considers the following to be significant impacts.

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

Transit

- adversely affect public transit operations or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or

- fail to adequately provide for access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

It is anticipated that long-term traffic operations would not be adversely affected by the proposed project. A Traffic Signal Concept Report was prepared by Fehr and Peers for the City of Sacramento to analyze traffic related to the proposed project. The project will improve traffic operations, reduce vehicle queuing, realign Main Avenue into the existing City right-of-way, and improve pedestrian connectivity with Northern Sacramento Bike Trail. The proposed project is consistent with the City of Sacramento General Plan as Rio Linda Boulevard and Main Street will continue to be "collector" streets. One through-lane will be provided in each direction along Rio Linda Boulevard with an additional receiving lane to accommodate the required dual left turns from Main Avenue.

The proposed land use is consistent with the existing land use designation in the General Plan and generally consistent with the land use designation in the Community Plan. The project is not anticipated to create additional vehicle trips. Therefore, no additional volume would be generated and would not result in any new traffic impacts.

While construction of the proposed project would generate short-term impacts through the intersection, construction activities would be temporary, intermittent, and have a minimal impact on surrounding traffic flows. Such short-term construction impacts are considered less than significant. The intersection is 0.94 miles from I-80 (there is no direct connection between Rio Linda Boulevard and I-80) and would not adversely affect the operations of any freeway facility. Neither Main Avenue nor Rio Linda Boulevard directly connects to I-80. The intersection would remain open during construction to maintain access to local businesses. Prior to construction a Traffic Management Plan will be developed by the contractor, which would include items such

as signage and other construction related information for continuing traffic operations through the project site.

QUESTIONS D THROUGH F

The proposed project development would not conflict with transit, bicycle, or pedestrian facilities. The Northern Sacramento Bike Trail would be realigned and allowed to stay open during construction, as discussed under Subsection 10-Recreation of this Initial Study. While pedestrian use is not substantial at this intersection, staging will allow for similar access across the streets during construction. In the long-term, pedestrian access may be improved with the inclusion of crosswalks.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

ENVIRONMENTAL SETTING

Existing utilities within the project limits include natural gas, water, sewer, and telecommunications service. Natural gas is provided by Pacific Gas and Electric Company (PG&E). The City provides municipal water service, and wastewater collection (sewer) within the project area. Telecommunications services in the project area are provided by AT&T.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2030 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the effects of development under the 2030 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2030 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 6.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in

Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project is consistent with the General Plan roadway designations and zoning for the project site and would not create a demand for new utility facilities during construction or operation. During construction, the project would generate solid waste as a result of demolition of the old bridge and roadway, and removal of debris. Construction and demolition waste would be disposed of at a landfill based on market conditions and capacity.

Within the project area an existing twelve inch water line is anchored to the side of the Rio Linda Boulevard Bridge and will need to be relocated as a result of the bridge replacement. Other possible relocations may include PG&E's four inch gas line located along the west side of the bridge, AT&T's telecommunication lines located near the road along both sides of the bridge, and the forty-eight inch sewer line located along the east side of the bridge. Also, Comcast overhead lines run along the sides of the bridge and may need to be relocated due to the proposed project. The roadway widening will require the overhead utilities along Main Avenue and Rio Linda Boulevard to be relocated. These impacts would be less than significant. Utility coordination will take place prior to construction to avoid affecting these services. Therefore, the proposed project would not result in additional significant impacts on public utilities that were not addressed or considered in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

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

Answers to Checklist Questions

QUESTION A

As discussed in this study, the proposed project could result in impacts on biological resources, and potential impacts on cultural resources. Construction of the bridge would also result in temporary construction noise impacts. Mitigation measures included in this study would reduce the impacts to less-than-significant levels.

There is no potential for Federal or State threatened or endangered species to occur within the BSA and no designated Critical Habitat occurs within the project vicinity. There is a low to moderate potential for Swainson's hawk, a State-threatened species, and white-tailed kite, a CDFW Species of Special Concern, to occur within the BSA. Considering the amount of development and hardscape in the BSA, the current frequency and volume of human activity,

the amount of affected foraging habitat within the project limits, anticipated absence of species nesting, and the implementation of mitigation measures as well as best management practices, the project will not impact the viability of the overall population.

No cultural or historic resources have been identified on the project site, and mitigation would ensure that discovery of unknown resources during project development would be identified and appropriate steps taken regarding treatment.

QUESTION B

The proposed project is consistent with the General Plan and the findings in the Master EIR and would not result in individually limited but collectively significant impacts. Therefore, the project would not cause any additional environmental effects.

QUESTION C

As described in the resource sections of the Initial Study, the project would not result in either direct or indirect substantial adverse effects on human beings. Hazards and noise can be reduced to less-than-significant levels through implementation of the mitigation measures included in this study.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

	Aesthetics	X	Hazards
	Air Quality		Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		
	None Identified		

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SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

X I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are not adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. An EIR shall be prepared, which shall tier off of the Master EIR to the extent feasible. (CEQA Guidelines Section 15178(e))

Scott Johnson — June 4, 2013

Signature — Date

Scott Johnson

Printed Name

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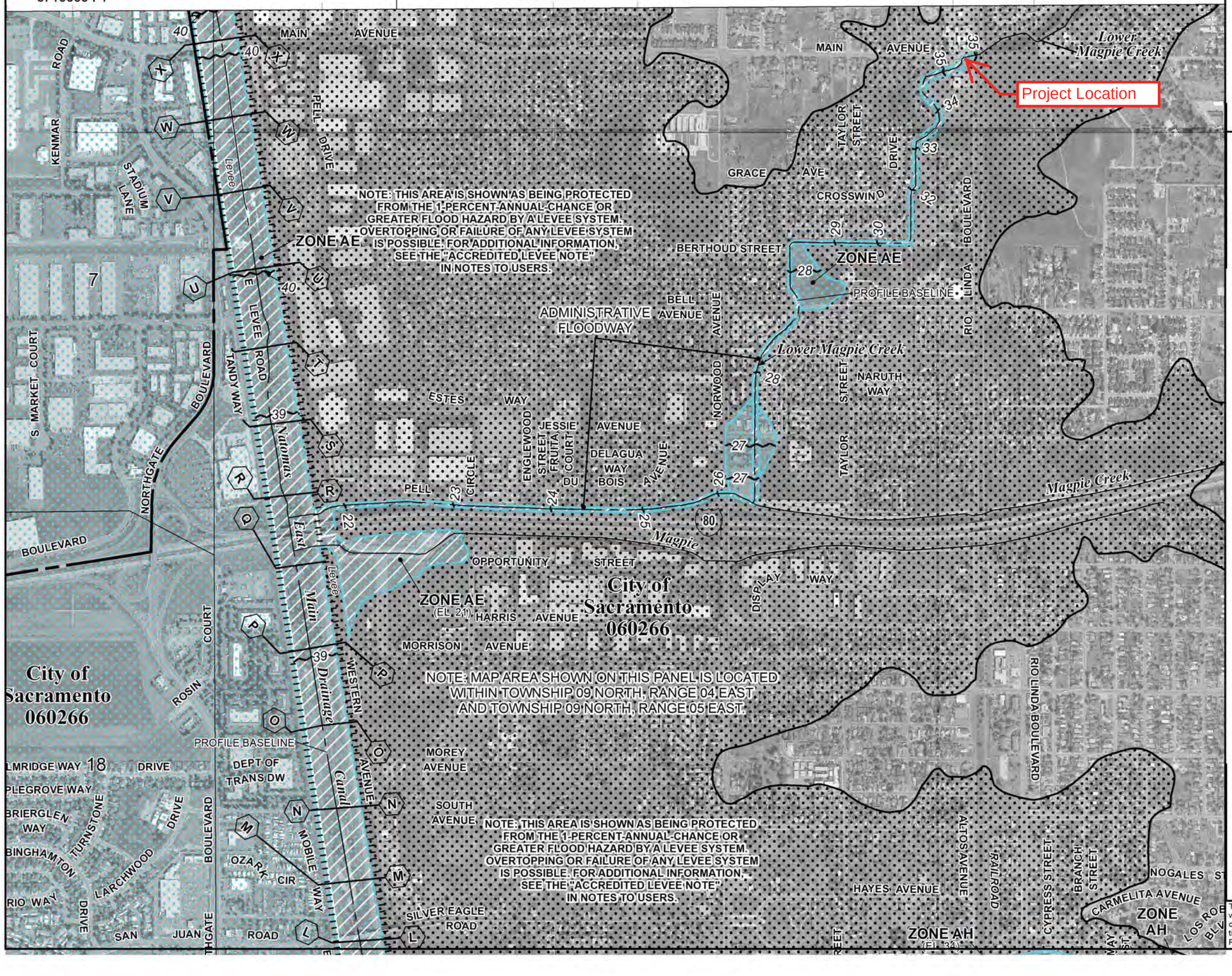
APPENDIX A

6710000 FT | 6715000 FT | 6720000 FT



MAP SCALE 1" = 1000'

500 0 1000 2000 FEE

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0065H

FIRM

FLOOD INSURANCE RATE MAP

SACRAMENTO COUNTY, CALIFORNIA
AND INCORPORATED AREAS

PANEL 65 OF 705
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SACRAMENTO, CITY OF	060266	0065	H
SACRAMENTO COUNTY	060262	0065	H

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06067C0065H

EFFECTIVE DATE
AUGUST 16, 2012

Federal Emergency Management Agency

APPENDIX B

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901-
PHONE (530) 741-7113
FAX (530) 741-4457
TTY (530) 741-4509

Flex your power!
Be energy efficient!

March 6, 2013

Jim Combs, Director
Department of Parks and Recreation
915 I Street, Fifth Floor
Sacramento, CA 95814

Subject: **Main Avenue/Rio Linda Boulevard Intersection Realignment Project**
Section 4(f) Temporary Occupancy of the Northern Sacramento Bike trail

Dear Mr. Combs,

The City of Sacramento proposes to replace the Rio Linda Boulevard Bridge (No. 24C0129) over Magpie Creek. Construction of the Rio Linda Boulevard Bridge Replacement Project will use federal funds administered by the California Department of Transportation (Caltrans), and, as a result, compliance with the National Environmental Policy Act (NEPA) is required. Caltrans is the lead NEPA agency through assignment of authority by the Federal Highway Administration.

In accordance with NEPA, Caltrans is preparing a Categorical Exclusion to assess potential environmental impacts resulting from the proposed project, and the project is required to comply with Section 4(f) of the U.S. Department of Transportation Act of 1966 ("Section 4(f)"). Codified in federal law at 49 United States Code (USC) 303, the Section 4(f) states that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges and historic sites."

The potential Section 4(f) resource is the Northern Sacramento Bike Trail owned and managed by the City of Sacramento Department of Parks and Recreation. During environmental review of the project, Caltrans determined the need to evaluate temporary construction-related effects to this protected recreation land. The boundaries of the Northern Sacramento Bike Trail within the project area are from approximately 100 feet north of, and approximately 200 feet south of, the existing Rio Linda Boulevard and Main Avenue intersection.

Replacement of the bridge would include realigning Magpie Creek to the south leg of the intersection and will cross perpendicular to Rio Linda Boulevard. The improvements will also include realigning Main Avenue within the City's existing right-of-way and intersect Rio Linda Boulevard at a right angle, constructing left and right turn lanes from Main Avenue onto Rio Linda Boulevard, new crosswalks, access to the Northern Sacramento

Dept. of Transportation
Environmental Mgmt, Br. M1
703 B Street
Marysville, CA 95901-5556

Jim Combs, Director
Department of Parks and Recreation
915 I Street, Fifth Floor
Sacramento, CA 95814

APPENDIX C

Photograph 1. Representative hardscape and commercial use looking east at the Rio Linda Boulevard/Main Avenue intersection; west of the Rio Linda Boulevard Bridge.

Photograph 2. Representative hardscape and commercial use looking south at the Rio Linda Boulevard/Main Avenue intersection; north of the Rio Linda Boulevard Bridge.

Photograph 3. Representative Northern Sacramento Bike Trail over Magpie Creek; east of the Rio Linda Boulevard Bridge, facing north.

Photograph 4. Representative Northern Sacramento Bike Trail and vegetatively maintained shoulders; northeast of the Rio Linda Boulevard Bridge, facing south.

Photograph 5. Representative Bing's Market ruderal vegetation; southwest of the Rio Linda Boulevard Bridge, facing northeast.

Photograph 6. Representative ruderal vegetation; east of the Rio Linda Boulevard Bridge, facing north.

Photograph 7. Representative willow scrub, pedestrian trail, and ruderal vegetation; east of the Rio Linda Boulevard Bridge, facing west.

Photograph 8. Representative willow scrub, pedestrian trails, and dumped trash; east of the Rio Linda Boulevard Bridge, facing east.

Photograph 9. Representative Magpie Creek, maintained banks and emergent wetland vegetation in late May; west of the Rio Linda Boulevard Bridge, facing east.

Photograph 10. Representative Magpie Creek, maintained banks and emergent wetland vegetation in late October; west of the Rio Linda Boulevard Bridge, facing east.

Photograph 11. Representative freshwater marsh; east of the Rio Linda Boulevard Bridge, facing east.

Photograph 12. Representative freshwater marsh, maintained dirt access road, compacted soils and residences; east of the Rio Linda Boulevard Bridge, facing east.

APPENDIX D

Road Construction Emissions Model, Version 5.2

Emission Estimates for -> Rio Linda Boulevard Bridge Replacement Project					Exhaust	Fugitive Dust	
Project Phases (English Units)	**ROG (lbs/day)**	**CO (lbs/day)**	**NOx (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	
Grubbing/Land Clearing	0	3	1	10	0	10	
Grading/Excavation	9	35	34	12	2	10	
Drainage/Utilities/Sub-Grade	9	36	36	12	2	10	
Paving	3	16	17	1	1	0	
Maximum (pounds/day)	9	36	36	12	2	10	
Total (tons/construction project)	0.92	3.40	4.23	1.35	0.23	1.12	<-tons

Notes:

Project Start Year ->	2014
Project Length (months) ->	12
Total Project Area (acres) ->	15
Maximum Area Disturbed/Day (acres) ->	2
Total Soil Imported/Exported (yd^3/day)->	0

PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I.

Emission Estimates for -> Rio Linda Boulevard Bridge Replacement Project					Exhaust	Fugitive Dust	
Project Phases (Metric Units)	**ROG (kgs/day)**	**CO (kgs/day)**	**NOx (kgs/day)**	**PM10 (kgs/day)**	**PM10 (kgs/day)**	**PM10 (kgs/day)**	
Grubbing/Land Clearing	0	1	0	5	0	5	
Grading/Excavation	4	16	16	5	1	5	
Drainage/Utilities/Sub-Grade	4	16	17	6	1	5	
Paving	1	7	8	0	0	0	
Maximum (kilograms/day)	4	16	17	6	1	5	
Total (megagrams/construction project)	0.83	3.08	3.84	1.22	0.20	1.02	<-megagrams

Notes:

Project Start Year ->	2014
Project Length (months) ->	12
Total Project Area (hectares) ->	6
Maximum Area Disturbed/Day (hectares) ->	1
Total Soil Imported/Exported ($meters^3$/day)->	0

PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I.

APPENDIX E

EMFAC2011 Emission Rates
Region Type: Air District
Region: Sacramento Metropolitan AQMD
Calendar Year: 2014
Season: Summer
Vehicle Classification: EMFAC2011 Categories

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	VMT (miles/day)	ROG_RUNE (gms/mile)	TOG_RUNE (gms/mile)	CO_RUNEX (gms/mile)	NOX_RUNE (gms/mile)	CO2_RUNEX (gms/mile)	CO2_RUNE (gms/mile)	PM10_RUN (gms/mile)	PM2_5_RUNEX (gms/mile)
Sacrament	2014	Summer	LDA	GAS	Aggregatec	5	7672.433	0.239525	0.352016	3.820843	0.202974	1253.729347	1099.123	0.011665	0.010704
Sacrament	2014	Summer	LDA	DSL	Aggregatec	5	27.23129	0.132981	0.15139	0.962976	0.797272	453.8617609	387.0519	0.096038	0.088355
Sacrament	2014	Summer	LDA	GAS	Aggregatec	10	77108.67	0.157477	0.229277	3.268505	0.176511	930.6520882	815.8829	0.00747	0.006848
Sacrament	2014	Summer	LDA	DSL	Aggregatec	10	273.6771	0.117204	0.133429	0.801951	0.729367	421.3647964	360.8786	0.084673	0.077899
Sacrament	2014	Summer	LDA	GAS	Aggregatec	15	218749.4	0.10748	0.155272	2.793896	0.155008	710.3924992	622.8184	0.005044	0.00462
Sacrament	2014	Summer	LDA	DSL	Aggregatec	15	776.3938	0.092711	0.105545	0.576308	0.626171	372.4999816	321.5224	0.067009	0.061648
Sacrament	2014	Summer	LDA	GAS	Aggregatec	20	837777.2	0.077409	0.111164	2.445963	0.138847	564.911609	495.2864	0.003589	0.003284
Sacrament	2014	Summer	LDA	DSL	Aggregatec	20	2973.471	0.075115	0.085513	0.433815	0.555238	339.5791337	295.0076	0.054302	0.049958
Sacrament	2014	Summer	LDA	GAS	Aggregatec	25	2371875	0.059094	0.08429	2.195181	0.127493	467.9684736	410.2942	0.00269	0.002459
Sacrament	2014	Summer	LDA	DSL	Aggregatec	25	8418.351	0.062326	0.070954	0.34153	0.507959	318.1924914	277.7826	0.045054	0.04145
Sacrament	2014	Summer	LDA	GAS	Aggregatec	30	1506287	0.047649	0.0674	2.00211	0.119822	402.5039599	352.8994	0.002123	0.001939
Sacrament	2014	Summer	LDA	DSL	Aggregatec	30	5346.172	0.052963	0.060294	0.280727	0.479516	305.6756819	267.7015	0.038274	0.035212
Sacrament	2014	Summer	LDA	GAS	Aggregatec	35	2710044	0.040262	0.056685	1.846859	0.113989	360.0997168	315.7182	0.001763	0.001609
Sacrament	2014	Summer	LDA	DSL	Aggregatec	35	9618.593	0.046102	0.052484	0.240527	0.466993	300.5503799	263.5735	0.033297	0.030633
Sacrament	2014	Summer	LDA	GAS	Aggregatec	40	3135285	0.035379	0.049631	1.693606	0.109577	332.1266897	291.2024	0.001541	0.001406
Sacrament	2014	Summer	LDA	DSL	Aggregatec	40	11127.87	0.041124	0.046817	0.214538	0.469612	302.2295063	264.9259	0.029675	0.027301
Sacrament	2014	Summer	LDA	GAS	Aggregatec	45	1551740	0.033051	0.046113	1.597484	0.108124	319.6270004	280.2429	0.001418	0.001292
Sacrament	2014	Summer	LDA	DSL	Aggregatec	45	5507.495	0.037616	0.042824	0.199056	0.486967	310.9042894	271.9126	0.027108	0.02494
Sacrament	2014	Summer	LDA	GAS	Aggregatec	50	1584080	0.032578	0.045264	1.541551	0.108619	320.6786947	281.1572	0.001372	0.001249
Sacrament	2014	Summer	LDA	DSL	Aggregatec	50	5622.278	0.035319	0.040208	0.192097	0.521186	327.5804211	285.3438	0.025406	0.023373
Sacrament	2014	Summer	LDA	GAS	Aggregatec	55	2492096	0.033312	0.046271	1.489083	0.10962	332.492714	291.515	0.001397	0.001271
Sacrament	2014	Summer	LDA	DSL	Aggregatec	55	8845.044	0.034091	0.03881	0.192923	0.576301	354.2752762	306.844	0.02446	0.022503
Sacrament	2014	Summer	LDA	GAS	Aggregatec	60	2433756	0.035335	0.049099	1.437381	0.111544	354.5386227	310.8613	0.001496	0.001362
Sacrament	2014	Summer	LDA	DSL	Aggregatec	60	8637.982	0.033904	0.038597	0.20186	0.658807	394.4290321	339.1843	0.024241	0.022302
Sacrament	2014	Summer	LDA	GAS	Aggregatec	65	287240.8	0.041054	0.056743	1.521245	0.119165	400.9833401	351.5566	0.001688	0.001535
Sacrament	2014	Summer	LDA	DSL	Aggregatec	65	1019.486	0.034854	0.039679	0.220389	0.778304	453.6505534	386.8818	0.024802	0.022817
Sacrament	2014	Summer	LDA	GAS	Aggregatec	70	95062.51	0.041045	0.05726	1.364456	0.115719	410.6335101	360.1202	0.001827	0.001662
Sacrament	2014	Summer	LDA	DSL	Aggregatec	70	337.3995	0.037212	0.042363	0.251504	0.954774	541.0238392	457.2531	0.026309	0.024204
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	5	1038.212	0.556773	0.740743	8.600592	0.496645	1433.897229	1274.618	0.022545	0.020644
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	5	1.213993	0.204355	0.232644	1.222503	0.852835	455.9104136	382.3102	0.170008	0.156407
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	10	10434.13	0.373909	0.494288	7.156114	0.420132	1064.343352	946.1082	0.014763	0.013507
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	10	12.20075	0.180239	0.20519	1.01687	0.780482	424.9184771	358.2768	0.150046	0.138042
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	15	29600.57	0.25999	0.342171	5.988802	0.36169	812.8489352	722.6051	0.010171	0.009298
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	15	34.61227	0.142712	0.162468	0.728894	0.670487	378.3167832	322.1384	0.118912	0.109399
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	20	113365.7	0.189967	0.249473	5.153488	0.319358	646.5688963	574.8098	0.007364	0.006727
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	20	132.5598	0.115674	0.131687	0.547235	0.594838	346.9205846	297.7915	0.09642	0.088707
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	25	320955.6	0.146686	0.191911	4.564507	0.290472	535.6476977	476.2038	0.005599	0.00511
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	25	375.297	0.095969	0.109255	0.429748	0.544382	326.5244763	281.9749	0.079988	0.073589
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	30	203826.6	0.119352	0.155127	4.127798	0.27169	460.7353192	409.6075	0.004465	0.004072

Sacrament	2014	Summer	LDT1	DSL	Aggregatec	30	238.3367	0.081501	0.092783	0.352481	0.514001	314.5873459	272.7179	0.06789	0.062458
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	35	366715.7	0.101247	0.131321	3.791341	0.258286	412.1608756	366.4187	0.003734	0.003403
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	35	428.8048	0.070858	0.080667	0.301521	0.50059	309.6993356	268.9274	0.058958	0.054241
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	40	424258.1	0.089056	0.115354	3.483085	0.24935	380.2634265	338.077	0.003273	0.00298
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	40	496.0897	0.063087	0.07182	0.268696	0.503324	311.300765	270.1693	0.052399	0.048207
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	45	209977.2	0.083092	0.10712	3.303655	0.247918	365.9519273	325.3532	0.003006	0.002735
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	45	245.5286	0.057547	0.065513	0.24927	0.521764	319.5738104	276.5848	0.047675	0.043861
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	50	214353.3	0.081503	0.104692	3.218676	0.25183	367.0586741	326.3243	0.002894	0.002631
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	50	250.6457	0.053823	0.061274	0.240713	0.558167	335.4776426	288.9178	0.044427	0.040873
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	55	337223.6	0.082612	0.106221	3.158274	0.258257	380.5779664	338.3429	0.002922	0.002654
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	55	394.3193	0.051673	0.058827	0.24208	0.61682	360.9361369	308.6602	0.042435	0.03904
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	60	329329.2	0.086741	0.111643	3.120277	0.268657	406.0308177	360.9999	0.003094	0.002809
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	60	385.0883	0.05101	0.058072	0.253796	0.704615	399.2302358	338.3562	0.041592	0.038265
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	65	38868.64	0.099712	0.127394	3.380947	0.294261	458.8746414	407.9374	0.003439	0.00312
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	65	45.44953	0.051909	0.059095	0.277758	0.83174	455.7089915	382.154	0.041906	0.038554
Sacrament	2014	Summer	LDT1	GAS	Aggregatec	70	12863.59	0.098956	0.127939	3.115438	0.29191	471.2093926	419.073	0.003693	0.00335
Sacrament	2014	Summer	LDT1	DSL	Aggregatec	70	15.04154	0.054659	0.062225	0.317799	1.019429	539.0358042	446.7717	0.043517	0.040036
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	5	2709.431	0.30084	0.44941	4.934074	0.386147	1704.244567	1554.775	0.011898	0.010932
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	5	1.251617	0.136026	0.154856	0.950272	0.843124	454.697044	392.7842	0.106761	0.09822
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	10	27230.04	0.197228	0.292225	4.279787	0.331	1265.040419	1154.087	0.007623	0.006998
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	10	12.57886	0.11986	0.136453	0.792166	0.771763	422.6070567	366.5341	0.094158	0.086626
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	15	77248.83	0.13431	0.197654	3.696561	0.286902	965.9094875	881.2246	0.005148	0.004722
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	15	35.68495	0.094783	0.107904	0.570497	0.663249	374.3541544	327.0627	0.07455	0.068586
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	20	295851.4	0.096447	0.141266	3.257333	0.253917	768.2226809	700.8842	0.003664	0.003358
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	20	136.668	0.076784	0.087413	0.430386	0.588595	341.8454532	300.4701	0.060424	0.05559
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	25	837600.4	0.07336	0.106842	2.933262	0.230689	636.4129874	580.6311	0.002746	0.002514
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	25	386.9279	0.063712	0.072532	0.339535	0.538784	320.7267223	283.1947	0.050131	0.046121
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	30	531928	0.058909	0.08515	2.678468	0.214891	547.3977162	499.4196	0.002166	0.001982
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	30	245.7231	0.054152	0.061648	0.279585	0.508774	308.3666532	273.084	0.042575	0.039169
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	35	957020.9	0.04953	0.071342	2.46934	0.202895	489.7053279	446.781	0.001797	0.001644
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	35	442.094	0.047155	0.053683	0.239866	0.495507	303.3054729	268.9439	0.037018	0.034056
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	40	1107190	0.043309	0.062227	2.261021	0.193939	451.7437705	412.1564	0.001569	0.001434
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	40	511.4642	0.042088	0.047915	0.21411	0.498171	304.9636253	270.3003	0.032962	0.030325
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	45	547979.1	0.040226	0.057528	2.12363	0.19078	434.7421025	396.6446	0.001441	0.001316
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	45	253.1379	0.038532	0.043866	0.198681	0.516327	313.5298114	277.3076	0.030072	0.027666
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	50	559399.6	0.039384	0.056147	2.034473	0.191531	436.10802	397.8831	0.001392	0.001271
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	50	258.4136	0.036223	0.041237	0.191634	0.552198	329.9970876	290.778	0.028132	0.025882
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	55	880055	0.040005	0.057089	1.946116	0.193619	452.1722993	412.5391	0.001415	0.001291
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	55	406.5398	0.035022	0.03987	0.192238	0.610005	356.3576303	312.3413	0.027017	0.024856
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	60	859453	0.042196	0.060286	1.854603	0.197959	482.2984893	440.0421	0.001513	0.001379
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	60	397.0226	0.03491	0.039743	0.200815	0.696531	396.0086169	344.7763	0.026682	0.024548
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	65	101435.8	0.048635	0.06918	1.917949	0.213463	545.2502003	497.4508	0.001702	0.001552
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	65	46.85807	0.036	0.040984	0.218811	0.821799	454.488447	392.6135	0.027169	0.024995
Sacrament	2014	Summer	LDT2	GAS	Aggregatec	70	33570.23	0.048729	0.06994	1.716126	0.208115	559.2284037	510.3063	0.001841	0.001678
Sacrament	2014	Summer	LDT2	DSL	Aggregatec	70	15.5077	0.038596	0.043939	0.249161	1.006716	540.7676918	463.1911	0.028632	0.026341
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	5	31664.07	0.697192	0.807747	8.594465	0.396925	2513.497258	2475.795	0.010286	0.009508
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	5	11176.7	0.535734	0.609897	3.431956	6.221133	525.5862597	517.7025	0.120003	0.110402

Sacrament	2014	Summer	LHD1	GAS	Aggregatec	10	82566.63	0.56177	0.650301	6.955801	0.407361	2036.128284	2005.586	0.008283	0.007657
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	10	37167.62	0.473375	0.538906	2.833657	5.646582	525.5863427	517.7025	0.106034	0.097552
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	15	188015.3	0.375859	0.435055	4.764641	0.428675	1392.429543	1371.543	0.005541	0.005122
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	15	80494.42	0.375736	0.427751	1.998842	4.785429	525.5862804	517.7025	0.084164	0.077431
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	20	217250.2	0.261665	0.3034	3.438211	0.447226	1006.068661	990.9776	0.003864	0.003572
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	20	88247.88	0.304871	0.347075	1.475605	4.172165	525.5862754	517.7025	0.06829	0.062827
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	25	167349.7	0.188731	0.219861	2.611199	0.472124	768.0121696	756.492	0.002809	0.002596
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	25	94448.77	0.252873	0.287879	1.140045	3.814357	525.5862793	517.7025	0.056643	0.052111
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	30	147992	0.143269	0.166711	2.106413	0.49059	619.4336445	610.1421	0.002128	0.001967
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	30	79726.73	0.214409	0.244091	0.921795	3.569902	525.5862455	517.7025	0.048027	0.044185
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	35	55299.25	0.111691	0.130937	1.780741	0.519797	527.8465924	519.9289	0.001681	0.001554
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	35	42074.89	0.18584	0.211567	0.780023	3.512313	525.5862449	517.7025	0.041628	0.038297
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	40	16323.08	0.089098	0.106917	1.588186	0.558019	475.2331881	468.1047	0.001384	0.001279
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	40	23097.74	0.164661	0.187455	0.690781	3.56687	525.5862829	517.7025	0.036884	0.033933
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	45	20095.15	0.077236	0.092394	1.521248	0.56573	452.0558078	445.275	0.001187	0.001098
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	45	24930.06	0.14914	0.169786	0.640227	3.700035	525.5862467	517.7025	0.033407	0.030734
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	50	148379.7	0.070923	0.083247	1.549616	0.572626	454.321789	447.507	0.001062	0.000982
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	50	96262.86	0.138087	0.157203	0.620995	3.984343	525.5862315	517.7024	0.030931	0.028457
Sacrament	2014	Summer	LHD1	GAS	Aggregatec	55	40811.43	0.063747	0.076503	1.611841	0.622299	482.4154883	475.1793	0.00099	0.000915
Sacrament	2014	Summer	LHD1	DSL	Aggregatec	55	57970.36	0.130698	0.148791	0.63038	4.528483	525.5862835	517.7025	0.029276	0.026934
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	5	2720.533	0.557672	0.651738	8.395437	0.325461	2513.497276	2475.795	0.009013	0.008121
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	5	2673.758	0.484422	0.551483	3.223739	5.775074	523.6581691	515.8033	0.107602	0.098994
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	10	7094.01	0.448778	0.524123	6.757988	0.334021	2036.128228	2005.586	0.007258	0.00654
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	10	8891.463	0.428036	0.487291	2.661739	5.241718	523.6582129	515.8033	0.095077	0.087471
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	15	16154.02	0.301196	0.351624	4.683411	0.351489	1392.429549	1371.543	0.004856	0.004375
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	15	19256.36	0.339749	0.386782	1.877572	4.442311	523.6581938	515.8033	0.075467	0.069429
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	20	18665.84	0.209205	0.24469	3.35009	0.366708	1006.068582	990.9776	0.003386	0.003051
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	20	21111.19	0.275671	0.313833	1.38608	3.873018	523.6582171	515.8033	0.061233	0.056335
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	25	14378.45	0.150669	0.177044	2.507688	0.387134	768.0120439	756.4919	0.002461	0.002218
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	25	22594.61	0.228653	0.260307	1.070878	3.540865	523.6581661	515.8033	0.050789	0.046726
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	30	12715.27	0.114165	0.13403	2.013653	0.402279	619.4336092	610.1421	0.001865	0.00168
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	30	19072.71	0.193874	0.220712	0.86587	3.313938	523.6582965	515.8034	0.043064	0.039619
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	35	4751.234	0.088986	0.10522	1.67331	0.426241	527.8465906	519.9289	0.001473	0.001327
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	35	10065.41	0.168041	0.191303	0.732699	3.260477	523.6581936	515.8033	0.037326	0.03434
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	40	1402.456	0.071543	0.086418	1.491255	0.457577	475.2331656	468.1047	0.001212	0.001092
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	40	5525.581	0.14889	0.169501	0.648871	3.311124	523.6582526	515.8034	0.033072	0.030426
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	45	1726.547	0.061735	0.074391	1.431435	0.463903	452.0558137	445.275	0.00104	0.000937
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	45	5963.92	0.134856	0.153525	0.601385	3.43474	523.6581952	515.8033	0.029955	0.027558
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	50	12748.58	0.056913	0.067319	1.516978	0.469524	454.3218158	447.507	0.000931	0.000839
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	50	23028.58	0.124862	0.142147	0.583319	3.698663	523.658203	515.8033	0.027735	0.025516
Sacrament	2014	Summer	LHD2	GAS	Aggregatec	55	3506.461	0.051194	0.061843	1.513366	0.510287	482.4155608	475.1793	0.000868	0.000782
Sacrament	2014	Summer	LHD2	DSL	Aggregatec	55	13868.02	0.11818	0.13454	0.592135	4.203788	523.6582347	515.8034	0.026251	0.024151
Sacrament	2014	Summer	MCY	GAS	Aggregatec	5	94.86146	4.818705	5.302337	30.97891	0.983377	254.2020025	250.389	0.001289	0.00104
Sacrament	2014	Summer	MCY	GAS	Aggregatec	10	953.3665	4.193348	4.61265	28.17554	0.972188	232.1330181	228.651	0.001131	0.000911
Sacrament	2014	Summer	MCY	GAS	Aggregatec	15	2704.604	3.284016	3.610862	23.7616	0.960207	197.4264839	194.4651	0.000902	0.000725
Sacrament	2014	Summer	MCY	GAS	Aggregatec	20	10358.22	2.705152	2.972613	20.9998	0.957521	172.3161274	169.7314	0.000754	0.000605
Sacrament	2014	Summer	MCY	GAS	Aggregatec	25	29325.71	2.344739	2.575341	19.49645	0.961915	154.3301938	152.0152	0.000661	0.00053

Sacrament	2014	Summer	MCY	GAS	Aggregatec	30	18623.64	2.13508	2.345078	18.94676	0.973294	141.8687758	139.7407	0.000607	0.000486
Sacrament	2014	Summer	MCY	GAS	Aggregatec	35	33506.81	2.041693	2.241265	19.21691	0.990442	133.9350454	131.926	0.000585	0.000468
Sacrament	2014	Summer	MCY	GAS	Aggregatec	40	38764.46	2.042857	2.241901	20.18533	1.01509	129.983371	128.0336	0.00059	0.000471
Sacrament	2014	Summer	MCY	GAS	Aggregatec	45	19185.61	2.150708	2.360431	22.51952	1.044048	129.8476148	127.8999	0.000623	0.000498
Sacrament	2014	Summer	MCY	GAS	Aggregatec	50	19585.46	2.379398	2.611397	26.61773	1.078039	133.73413	131.7281	0.00069	0.000551
Sacrament	2014	Summer	MCY	GAS	Aggregatec	55	30812.12	2.755196	3.022276	32.83066	1.118721	142.2810706	140.1469	0.000801	0.000639
Sacrament	2014	Summer	MCY	GAS	Aggregatec	60	30090.8	3.334823	3.656818	42.18114	1.167531	156.7022698	154.3517	0.000974	0.000777
Sacrament	2014	Summer	MCY	GAS	Aggregatec	65	3551.426	4.274342	4.691551	60.10559	1.22121	179.0592507	176.3734	0.00124	0.00099
Sacrament	2014	Summer	MCY	GAS	Aggregatec	70	1175.347	5.603831	6.144489	80.11211	1.294659	212.7451358	209.554	0.001653	0.00132
Sacrament	2014	Summer	MDV	GAS	Aggregatec	5	2288.441	0.564097	0.801886	7.720962	0.697482	2154.392164	2027.543	0.014633	0.013482
Sacrament	2014	Summer	MDV	DSL	Aggregatec	5	2.275794	0.128343	0.14611	0.840873	0.641351	470.0921766	433.3444	0.105181	0.096767
Sacrament	2014	Summer	MDV	GAS	Aggregatec	10	22999.05	0.367991	0.520735	6.645694	0.593154	1599.157668	1504.996	0.009424	0.008678
Sacrament	2014	Summer	MDV	DSL	Aggregatec	10	22.87194	0.113025	0.128671	0.703025	0.589561	433.2782833	399.9712	0.092703	0.085287
Sacrament	2014	Summer	MDV	GAS	Aggregatec	15	65245.94	0.249031	0.351564	5.707821	0.510976	1221.205756	1149.332	0.006395	0.005886
Sacrament	2014	Summer	MDV	DSL	Aggregatec	15	64.88535	0.089307	0.10167	0.509454	0.51044	377.9221837	349.7887	0.073331	0.067464
Sacrament	2014	Summer	MDV	GAS	Aggregatec	20	249882.1	0.177599	0.250789	5.009999	0.450157	971.351756	914.1979	0.00457	0.004204
Sacrament	2014	Summer	MDV	DSL	Aggregatec	20	248.5011	0.072323	0.082335	0.386769	0.455637	340.6280012	315.9801	0.059413	0.05466
Sacrament	2014	Summer	MDV	GAS	Aggregatec	25	707454.5	0.13439	0.1893	4.50055	0.407705	804.7055937	757.36	0.003436	0.003159
Sacrament	2014	Summer	MDV	DSL	Aggregatec	25	703.5446	0.060016	0.068324	0.306939	0.418783	316.4003299	294.0167	0.049297	0.045353
Sacrament	2014	Summer	MDV	GAS	Aggregatec	30	449277.3	0.107606	0.150534	4.104621	0.379128	692.1600878	651.4378	0.002717	0.002497
Sacrament	2014	Summer	MDV	DSL	Aggregatec	30	446.7942	0.051036	0.058101	0.254021	0.396335	302.2208092	281.1624	0.041891	0.03854
Sacrament	2014	Summer	MDV	GAS	Aggregatec	35	808319.4	0.089986	0.125822	3.78312	0.357777	619.1946141	582.7623	0.002259	0.002074
Sacrament	2014	Summer	MDV	DSL	Aggregatec	35	803.8523	0.044485	0.050644	0.218749	0.386114	296.4145166	275.8988	0.036464	0.033547
Sacrament	2014	Summer	MDV	GAS	Aggregatec	40	935155.2	0.0782	0.109407	3.466397	0.342219	571.2493639	537.6477	0.001973	0.001811
Sacrament	2014	Summer	MDV	DSL	Aggregatec	40	929.987	0.039767	0.045272	0.195673	0.387557	298.3167503	277.6232	0.032527	0.029924
Sacrament	2014	Summer	MDV	GAS	Aggregatec	45	462834.3	0.072403	0.100843	3.26214	0.337327	549.7499531	517.4129	0.001811	0.001662
Sacrament	2014	Summer	MDV	DSL	Aggregatec	45	460.2764	0.036487	0.041538	0.181631	0.40027	308.1439728	286.532	0.029752	0.027372
Sacrament	2014	Summer	MDV	GAS	Aggregatec	50	472480.3	0.070668	0.098137	3.135535	0.339781	551.4331425	518.9892	0.001747	0.001602
Sacrament	2014	Summer	MDV	DSL	Aggregatec	50	469.8691	0.034407	0.03917	0.174927	0.42581	327.0353942	303.6578	0.027934	0.025699
Sacrament	2014	Summer	MDV	GAS	Aggregatec	55	743312.5	0.071317	0.099443	3.013774	0.34507	571.7439545	538.1048	0.001771	0.001624
Sacrament	2014	Summer	MDV	DSL	Aggregatec	55	739.2045	0.033408	0.038033	0.17492	0.467124	357.2763969	331.0725	0.026962	0.024805
Sacrament	2014	Summer	MDV	GAS	Aggregatec	60	725911.6	0.074675	0.104583	2.891658	0.354974	609.9357113	574.0672	0.001888	0.00173
Sacrament	2014	Summer	MDV	DSL	Aggregatec	60	721.8998	0.033494	0.03813	0.18188	0.528925	402.7642981	372.309	0.026813	0.024668
Sacrament	2014	Summer	MDV	GAS	Aggregatec	65	85674.74	0.086289	0.119735	3.021513	0.385924	689.3903084	648.8212	0.002116	0.001939
Sacrament	2014	Summer	MDV	DSL	Aggregatec	65	85.20124	0.034808	0.039626	0.19706	0.618106	469.8529738	433.1275	0.027563	0.025358
Sacrament	2014	Summer	MDV	GAS	Aggregatec	70	28354.1	0.084995	0.120412	2.715538	0.377828	707.6487429	666.11	0.002284	0.002093
Sacrament	2014	Summer	MDV	DSL	Aggregatec	70	28.1974	0.037701	0.042921	0.222998	0.749334	568.8331831	522.857	0.029426	0.027071
Sacrament	2014	Summer	MH	GAS	Aggregatec	5	629.9728	1.37515	1.608238	31.14105	0.704155	2513.497394	2475.795	0.016423	0.014705
Sacrament	2014	Summer	MH	DSL	Aggregatec	5	94.87341	1.860068	2.117564	2.762853	18.83576	2380.430518	2344.724	0.687989	0.63295
Sacrament	2014	Summer	MH	GAS	Aggregatec	10	3166.879	1.107584	1.293953	25.17468	0.7221	2036.128392	2005.586	0.013225	0.011842
Sacrament	2014	Summer	MH	DSL	Aggregatec	10	472.2442	1.413362	1.609018	2.320031	15.7142	2161.437999	2129.016	0.574884	0.528894
Sacrament	2014	Summer	MH	GAS	Aggregatec	15	4000.311	0.746268	0.869698	17.44127	0.756589	1392.429516	1371.543	0.008847	0.007922
Sacrament	2014	Summer	MH	DSL	Aggregatec	15	637.3657	0.733855	0.835445	1.607737	11.05409	1774.722189	1748.101	0.390966	0.359689
Sacrament	2014	Summer	MH	GAS	Aggregatec	20	4149.305	0.51992	0.606847	12.61972	0.792385	1006.068466	990.9774	0.006169	0.005524
Sacrament	2014	Summer	MH	DSL	Aggregatec	20	675.9495	0.339556	0.386562	1.126575	8.559365	1456.364245	1434.519	0.263435	0.242361
Sacrament	2014	Summer	MH	GAS	Aggregatec	25	4623.285	0.378431	0.441606	9.663617	0.826414	768.0121559	756.492	0.004484	0.004015
Sacrament	2014	Summer	MH	DSL	Aggregatec	25	703.9745	0.244032	0.277814	0.922805	7.870274	1306.278276	1286.684	0.212486	0.195487

Sacrament	2014	Summer	MH	GAS	Aggregatec	30	5227.282	0.285861	0.333398	7.720428	0.864977	619.4335677	610.1421	0.003398	0.003042
Sacrament	2014	Summer	MH	DSL	Aggregatec	30	846.4724	0.200015	0.227704	0.79733	7.500489	1226.135597	1207.744	0.184538	0.169775
Sacrament	2014	Summer	MH	GAS	Aggregatec	35	6496.718	0.22507	0.263128	6.564587	0.90055	527.8465803	519.9289	0.002683	0.002403
Sacrament	2014	Summer	MH	DSL	Aggregatec	35	998.1024	0.16534	0.188229	0.694818	7.205937	1159.62723	1142.233	0.16645	0.153134
Sacrament	2014	Summer	MH	GAS	Aggregatec	40	8087.745	0.184726	0.216874	5.925172	0.939808	475.2331809	468.1047	0.002209	0.001978
Sacrament	2014	Summer	MH	DSL	Aggregatec	40	1238.989	0.140007	0.159388	0.615267	7.00034	1106.753018	1090.152	0.158222	0.145564
Sacrament	2014	Summer	MH	GAS	Aggregatec	45	7375.471	0.159382	0.186178	5.646702	0.968977	452.0558054	445.275	0.001896	0.001697
Sacrament	2014	Summer	MH	DSL	Aggregatec	45	1014.567	0.124015	0.141182	0.558677	6.842327	1067.513037	1051.5	0.159852	0.147064
Sacrament	2014	Summer	MH	GAS	Aggregatec	50	7177.849	0.14073	0.165504	5.573842	1.015988	454.3218029	447.507	0.001696	0.001518
Sacrament	2014	Summer	MH	DSL	Aggregatec	50	1135.466	0.117364	0.133612	0.525049	6.826659	1041.907289	1026.279	0.171342	0.157635
Sacrament	2014	Summer	MH	GAS	Aggregatec	55	9387.973	0.128683	0.154445	5.905258	1.059002	482.4155163	475.1793	0.001581	0.001416
Sacrament	2014	Summer	MH	DSL	Aggregatec	55	1663.922	0.120056	0.136675	0.514382	6.884335	1029.935789	1014.487	0.192692	0.177277
Sacrament	2014	Summer	MH	GAS	Aggregatec	60	10833.29	0.123242	0.150443	6.636657	1.083848	541.2092023	533.0911	0.001537	0.001376
Sacrament	2014	Summer	MH	DSL	Aggregatec	60	1999.482	0.132089	0.150374	0.526677	6.993612	1031.598334	1016.124	0.223901	0.205988
Sacrament	2014	Summer	MH	GAS	Aggregatec	65	1692.839	0.127244	0.153151	7.989969	1.108374	641.4979306	631.8755	0.001557	0.001394
Sacrament	2014	Summer	MH	DSL	Aggregatec	65	314.6616	0.153463	0.174707	0.561934	7.150135	1046.895216	1031.192	0.264969	0.243771
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	5	91.59878	3.041132	3.462097	5.526683	28.82243	4046.622993	3985.924	0.400171	0.368158
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	10	349.9116	1.794473	2.042871	3.736072	20.64794	3342.826833	3292.684	0.294841	0.271254
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	15	427.9447	0.926173	1.054378	2.440034	14.88952	2744.750601	2703.579	0.213218	0.19616
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	20	936.9977	0.386632	0.440151	1.542023	11.22346	2165.335206	2132.855	0.149291	0.137348
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	25	966.5803	0.32734	0.372651	1.37044	10.3959	2020.306143	1990.002	0.131388	0.120877
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	30	1631.857	0.277137	0.315499	1.228806	9.701692	1896.362812	1867.917	0.118806	0.109302
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	35	2935.751	0.236023	0.268694	1.11712	9.140849	1793.505214	1766.603	0.111547	0.102623
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	40	2770.496	0.203998	0.232236	1.035382	8.713367	1711.733348	1686.057	0.109608	0.10084
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	45	3878.874	0.181062	0.206125	0.983593	8.419245	1651.047215	1626.282	0.112992	0.103953
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	50	4033.934	0.167215	0.190362	0.961753	8.258484	1611.446815	1587.275	0.121697	0.111961
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	55	4919.135	0.162458	0.184946	0.969861	8.231083	1592.932147	1569.038	0.135724	0.124866
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	60	1498.54	0.166789	0.189876	1.007917	8.337043	1595.503213	1571.571	0.155073	0.142667
Sacrament	2014	Summer	Motor Coa	DSL	Aggregatec	65	820.7807	0.180209	0.205155	1.075922	8.576363	1619.16001	1594.873	0.179743	0.165363
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	5	332.3977	1.085652	1.288109	15.21298	0.891444	2513.497404	2475.795	0.004674	0.004274
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	10	1670.966	0.875621	1.037137	12.31853	0.914186	2036.128195	2005.586	0.003764	0.003442
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	15	2110.717	0.587677	0.69427	8.452714	0.957887	1392.429662	1371.543	0.002518	0.002303
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	20	2189.332	0.409034	0.484256	6.109451	1.003206	1006.068544	990.9775	0.001756	0.001606
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	25	2439.422	0.297418	0.35206	4.667603	1.046297	768.0120988	756.4919	0.001276	0.001167
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	30	2758.114	0.225443	0.266544	3.755205	1.095081	619.4334963	610.142	0.000967	0.000884
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	35	3427.917	0.177531	0.210525	3.198044	1.140099	527.84654	519.9288	0.000764	0.000698
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	40	4267.403	0.145197	0.173246	2.878587	1.189511	475.2332103	468.1047	0.000629	0.000575
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	45	3891.58	0.125568	0.148764	2.742095	1.226759	452.0557968	445.275	0.000539	0.000493
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	50	3787.307	0.111139	0.132834	2.739998	1.285813	454.3218071	447.507	0.000483	0.000441
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	55	4953.453	0.10067	0.123895	2.902878	1.339623	482.4155284	475.1793	0.00045	0.000412
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	60	5716.059	0.095876	0.120846	3.262049	1.371505	541.2092061	533.0911	0.000437	0.0004
Sacrament	2014	Summer	OBUS	GAS	Aggregatec	65	893.2065	0.099159	0.122603	3.888563	1.403252	641.4979841	631.8755	0.000443	0.000405
Sacrament	2014	Summer	PTO	DSL	Aggregatec	20	7861.868	0.459161	0.52272	2.009105	10.52498	2148.805674	2116.574	0.212556	0.195552
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	5	73.73958	8.86792	9.594538	110.5099	1.990851	2513.497333	2475.795	0.03965	0.03629
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	5	148.8678	1.591833	1.81218	2.067946	26.93929	2650.06583	2610.315	0.423634	0.389743
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	10	258.4534	7.152958	7.7368	89.73566	2.03621	2036.128275	2005.586	0.03193	0.029224
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	10	521.7742	0.971569	1.106057	1.521989	18.61086	2189.161476	2156.324	0.299806	0.275821

Sacrament	2014	Summer	SBUS	GAS	Aggregatec	15	516.9069	4.785191	5.17577	61.36676	2.136877	1392.429654	1371.543	0.02136	0.01955
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	15	1043.548	0.524319	0.596897	1.104119	12.99651	1797.491338	1770.529	0.204922	0.188529
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	20	701.617	3.337423	3.609721	44.35029	2.236954	1006.068586	990.9776	0.014895	0.013633
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	20	1416.447	0.216272	0.24621	0.78459	9.862942	1418.041871	1396.771	0.132111	0.121542
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	25	1107.55	2.425205	2.623208	33.84224	2.3386	768.0122173	756.492	0.010827	0.009909
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	25	2235.957	0.181113	0.206184	0.67627	9.423019	1323.064759	1303.219	0.11238	0.10339
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	30	1328.768	1.837048	1.987122	27.28505	2.440232	619.4336384	610.1421	0.008203	0.007508
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	30	2682.561	0.151902	0.172929	0.583614	9.068575	1241.896341	1223.268	0.096797	0.089054
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	35	1363.814	1.448553	1.567331	23.19709	2.547109	527.846563	519.9289	0.006479	0.00593
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	35	2753.311	0.128638	0.146444	0.506621	8.79961	1174.536617	1156.919	0.085362	0.078533
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	40	920.6462	1.191231	1.289155	20.8523	2.652391	475.2332033	468.1047	0.005334	0.004882
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	40	1858.63	0.111321	0.12673	0.445291	8.616124	1120.985588	1104.171	0.078075	0.071829
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	45	441.7039	1.021677	1.10577	19.81973	2.755774	452.0558807	445.275	0.004577	0.004189
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	45	891.7262	0.099951	0.113787	0.399625	8.518117	1081.243253	1065.025	0.074935	0.06894
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	50	221.2187	0.915649	0.990675	19.97497	2.84866	454.321818	447.507	0.004094	0.003747
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	50	446.6035	0.094529	0.107614	0.369621	8.505589	1055.309612	1039.48	0.075942	0.069867
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	55	329.2699	0.846007	0.916809	20.93148	2.990066	482.4155197	475.1793	0.003817	0.003494
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	55	664.7408	0.095054	0.108212	0.355282	8.57854	1043.184665	1027.537	0.081098	0.07461
Sacrament	2014	Summer	SBUS	GAS	Aggregatec	60	183.2542	0.823966	0.892589	23.55436	3.082742	541.2092092	533.0911	0.00371	0.003396
Sacrament	2014	Summer	SBUS	DSL	Aggregatec	60	369.9595	0.101527	0.115581	0.356605	8.736971	1044.868413	1029.195	0.090401	0.083168
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	5	220.9115	5.271857	6.001608	6.668431	22.04371	2623.523804	2584.171	1.399381	1.28743
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	10	1099.614	3.228596	3.675511	4.985191	15.58586	2167.235688	2134.727	1.003406	0.923133
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	15	1484.098	1.749346	1.991497	3.678348	11.15049	1779.488366	1752.796	0.698935	0.64302
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	20	1573.94	0.719569	0.819174	2.655317	8.530693	1403.839316	1382.782	0.463716	0.426619
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	25	1639.196	0.600791	0.683955	2.277663	8.035799	1309.813458	1290.166	0.399208	0.367271
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	30	1971	0.502446	0.571997	1.953452	7.628734	1229.457991	1211.016	0.348816	0.320911
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	35	2324.069	0.424533	0.483298	1.682684	7.3095	1162.772917	1145.331	0.312543	0.287539
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	40	2884.969	0.367052	0.417861	1.465359	7.078095	1109.758233	1093.112	0.290386	0.267155
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	45	2362.407	0.330003	0.375683	1.301478	6.934521	1070.413942	1054.358	0.282346	0.259759
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	50	2643.918	0.313386	0.356766	1.191039	6.878776	1044.740042	1029.069	0.288424	0.26535
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	55	3874.422	0.317201	0.36111	1.134044	6.910862	1032.736535	1017.245	0.308619	0.28393
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	60	4655.768	0.341449	0.388713	1.130492	7.030777	1034.403418	1018.887	0.342931	0.315497
Sacrament	2014	Summer	T6 Ag	DSL	Aggregatec	65	732.6854	0.386128	0.439578	1.180383	7.238522	1049.740694	1033.995	0.391361	0.360052
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	5	352.8872	0.685077	0.779908	1.047492	20.47997	2642.310734	2602.676	0.135369	0.12454
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	10	1756.54	0.405384	0.461499	0.705341	14.34095	2182.75516	2150.014	0.097499	0.089699
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	15	2370.719	0.210032	0.239105	0.457852	10.13663	1792.231198	1765.348	0.068352	0.062884
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	20	2514.233	0.087569	0.099691	0.286388	7.669681	1413.892143	1392.684	0.045816	0.042151
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	25	2618.474	0.074054	0.084304	0.254587	7.240825	1319.19297	1299.405	0.039643	0.036472
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	30	3148.503	0.062632	0.071302	0.22841	6.88798	1238.262082	1219.688	0.035181	0.032366
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	35	3712.5	0.053305	0.060684	0.207858	6.611147	1171.099478	1153.533	0.032429	0.029835
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	40	4608.491	0.046072	0.052449	0.19293	6.410325	1117.70516	1100.94	0.031389	0.028878
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	45	3773.743	0.040933	0.046599	0.183627	6.285513	1078.079126	1061.908	0.032059	0.029494
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	50	4223.432	0.037888	0.043133	0.179948	6.236713	1052.221376	1036.438	0.03444	0.031685
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	55	6189.057	0.036938	0.042051	0.181894	6.263924	1040.131912	1024.53	0.038532	0.035449
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	60	7437.189	0.038081	0.043353	0.189465	6.367146	1041.810732	1026.184	0.044334	0.040788
Sacrament	2014	Summer	T6 Public	DSL	Aggregatec	65	1170.402	0.041319	0.047039	0.20266	6.546379	1057.257838	1041.399	0.051848	0.0477
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	5	6.369699	1.793184	2.041403	2.731799	14.11792	2602.941731	2563.898	0.310415	0.285582

Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	10	31.70596	1.054694	1.200689	1.844744	9.95891	2150.233288	2117.98	0.220549	0.202905
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	15	42.79205	0.540988	0.615873	1.199341	7.075935	1765.527921	1739.045	0.151643	0.139512
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	20	45.38252	0.223832	0.254816	0.74569	5.320762	1392.825914	1371.934	0.098763	0.090862
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	25	47.26409	0.187503	0.213457	0.658745	4.980443	1299.537708	1280.045	0.084477	0.077719
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	30	56.83124	0.157044	0.178783	0.587043	4.697271	1219.812646	1201.515	0.074193	0.068258
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	35	67.01152	0.132457	0.150793	0.530584	4.471246	1153.650729	1136.346	0.06791	0.062478
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	40	83.18437	0.113742	0.129486	0.489367	4.302368	1101.051957	1084.536	0.06563	0.060379
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	45	68.11697	0.100898	0.114864	0.463394	4.190637	1062.016329	1046.086	0.067351	0.061963
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	50	76.23397	0.093925	0.106926	0.452663	4.136053	1036.543846	1020.996	0.073074	0.067228
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	55	111.714	0.092824	0.105673	0.457174	4.138616	1024.634508	1009.265	0.082799	0.076175
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	60	134.2431	0.097594	0.111103	0.476928	4.198327	1026.288315	1010.894	0.096526	0.088804
Sacrament	2014	Summer	T6 CAIRP h	DSL	Aggregatec	65	21.12604	0.108235	0.123218	0.511925	4.315184	1041.505267	1025.883	0.114254	0.105114
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	5	20.8009	2.032945	2.314353	3.301944	9.612151	2588.555782	2549.727	0.268369	0.246899
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	10	103.5391	1.187438	1.351807	2.154447	7.009115	2138.349369	2106.274	0.201404	0.185292
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	15	139.7418	0.604268	0.687913	1.33674	5.13479	1755.770194	1729.434	0.149202	0.137266
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	20	148.2013	0.25323	0.288283	0.786382	3.871179	1385.128038	1364.351	0.107917	0.099284
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	25	154.3457	0.215143	0.244924	0.710453	3.54003	1292.355417	1272.97	0.0962	0.088504
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	30	185.5882	0.182685	0.207973	0.649813	3.260075	1213.07098	1194.875	0.088921	0.081808
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	35	218.833	0.155856	0.177431	0.604464	3.031314	1147.274727	1130.066	0.086081	0.079194
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	40	271.6471	0.134657	0.153296	0.574404	2.853748	1094.966658	1078.542	0.087678	0.080664
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	45	222.4429	0.119086	0.13557	0.559634	2.727377	1056.146773	1040.305	0.093713	0.086216
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	50	248.9498	0.109144	0.124252	0.560154	2.6522	1030.815071	1015.353	0.104187	0.095852
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	55	364.8134	0.104832	0.119343	0.575963	2.628217	1018.971554	1003.687	0.119098	0.109571
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	60	438.3844	0.106148	0.120842	0.607062	2.655429	1020.616221	1005.307	0.138448	0.127372
Sacrament	2014	Summer	T6 CAIRP si	DSL	Aggregatec	65	68.98924	0.113094	0.128749	0.653451	2.733835	1035.749071	1020.213	0.162236	0.149257
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	5	3.651881	1.793184	2.041403	2.731799	14.11792	2602.941731	2563.898	0.310415	0.285582
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	10	18.17769	1.054694	1.200689	1.844744	9.95891	2150.233288	2117.98	0.220549	0.202905
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	15	24.53357	0.540988	0.615873	1.199341	7.075935	1765.527921	1739.045	0.151643	0.139512
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	20	26.01874	0.223832	0.254816	0.74569	5.320762	1392.825914	1371.934	0.098763	0.090862
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	25	27.09749	0.187503	0.213457	0.658745	4.980443	1299.537708	1280.045	0.084477	0.077719
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	30	32.58254	0.157044	0.178783	0.587043	4.697271	1219.812646	1201.515	0.074193	0.068258
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	35	38.4191	0.132457	0.150793	0.530584	4.471246	1153.650729	1136.346	0.06791	0.062478
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	40	47.69134	0.113742	0.129486	0.489367	4.302368	1101.051957	1084.536	0.06563	0.060379
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	45	39.05288	0.100898	0.114864	0.463394	4.190637	1062.016329	1046.086	0.067351	0.061963
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	50	43.70652	0.093925	0.106926	0.452663	4.136053	1036.543846	1020.996	0.073074	0.067228
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	55	64.04795	0.092824	0.105673	0.457174	4.138616	1024.634508	1009.265	0.082799	0.076175
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	60	76.96434	0.097594	0.111103	0.476928	4.198327	1026.288315	1010.894	0.096526	0.088804
Sacrament	2014	Summer	T6 OOS he	DSL	Aggregatec	65	12.112	0.108235	0.123218	0.511925	4.315184	1041.505267	1025.883	0.114254	0.105114
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	5	11.92559	2.032945	2.314353	3.301944	9.612151	2588.555782	2549.727	0.268369	0.246899
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	10	59.3611	1.187438	1.351807	2.154447	7.009115	2138.349369	2106.274	0.201404	0.185292
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	15	80.11688	0.604268	0.687913	1.33674	5.13479	1755.770194	1729.434	0.149202	0.137266
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	20	84.96687	0.25323	0.288283	0.786382	3.871179	1385.128038	1364.351	0.107917	0.099284
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	25	88.48962	0.215143	0.244924	0.710453	3.54003	1292.355417	1272.97	0.0962	0.088504
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	30	106.4016	0.182685	0.207973	0.649813	3.260075	1213.07098	1194.875	0.088921	0.081808
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	35	125.4615	0.155856	0.177431	0.604464	3.031314	1147.274727	1130.066	0.086081	0.079194
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	40	155.7409	0.134657	0.153296	0.574404	2.853748	1094.966658	1078.542	0.087678	0.080664
Sacrament	2014	Summer	T6 OOS sm	DSL	Aggregatec	45	127.5312	0.119086	0.13557	0.559634	2.727377	1056.146773	1040.305	0.093713	0.086216

Sacrament	2014	Summer	T6 OOS sm DSL	Aggregatec	50	142.7281	0.109144	0.124252	0.560154	2.6522	1030.815071	1015.353	0.104187	0.095852
Sacrament	2014	Summer	T6 OOS sm DSL	Aggregatec	55	209.1551	0.104832	0.119343	0.575963	2.628217	1018.971554	1003.687	0.119098	0.109571
Sacrament	2014	Summer	T6 OOS sm DSL	Aggregatec	60	251.3349	0.106148	0.120842	0.607062	2.655429	1020.616221	1005.307	0.138448	0.127372
Sacrament	2014	Summer	T6 OOS sm DSL	Aggregatec	65	39.55297	0.113094	0.128749	0.653451	2.733835	1035.749071	1020.213	0.162236	0.149257
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	5	175.4057	2.38242	2.712204	3.280489	21.41674	2617.358501	2578.098	0.587156	0.540184
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	10	873.1037	1.416506	1.612585	2.342276	14.79954	2162.142666	2129.711	0.407634	0.375023
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	15	1178.387	0.735748	0.837593	1.631138	10.30925	1775.306553	1748.677	0.270742	0.249083
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	20	1249.722	0.29926	0.340685	1.091012	7.745277	1400.540282	1379.532	0.166757	0.153417
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	25	1301.536	0.245889	0.279926	0.937788	7.365448	1306.735385	1287.134	0.139148	0.128016
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	30	1564.992	0.201997	0.229958	0.808088	7.055599	1226.568755	1208.17	0.118074	0.108628
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	35	1845.331	0.167583	0.19078	0.701912	6.815733	1160.04039	1142.64	0.103535	0.095252
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	40	2290.692	0.142647	0.162393	0.619261	6.645848	1107.150292	1090.543	0.095531	0.087888
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	45	1875.773	0.12719	0.144796	0.560135	6.545945	1067.89846	1051.88	0.094061	0.086537
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	50	2099.295	0.121211	0.137989	0.524533	6.516024	1042.284894	1026.651	0.099127	0.091197
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	55	3076.326	0.124711	0.141974	0.512455	6.556084	1030.309595	1014.855	0.110727	0.101869
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	60	3696.721	0.137689	0.156748	0.523902	6.666126	1031.972562	1016.493	0.128862	0.118553
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	65	581.7588	0.160145	0.182313	0.558874	6.846149	1047.273795	1031.565	0.153532	0.141249
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	5	460.0398	2.95311	3.361891	4.484809	14.0974	2592.956434	2554.062	0.558176	0.513522
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	10	2289.905	1.731785	1.971506	3.035133	10.07874	2141.984652	2109.855	0.402154	0.369982
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	15	3090.577	0.883813	1.006154	1.976683	7.252273	1758.755076	1732.374	0.282084	0.259517
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	20	3277.669	0.364111	0.414512	1.226507	5.460123	1387.482813	1366.671	0.18932	0.174175
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	25	3413.562	0.303391	0.345388	1.079545	5.062188	1294.552475	1275.134	0.163984	0.150865
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	30	4104.532	0.252698	0.287678	0.958182	4.728514	1215.133251	1196.906	0.146522	0.134801
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	35	4839.784	0.212032	0.241382	0.862419	4.459103	1149.225142	1131.987	0.136935	0.12598
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	40	6007.838	0.181392	0.206501	0.792254	4.253953	1096.828147	1080.376	0.135223	0.124405
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	45	4919.623	0.160779	0.183035	0.747688	4.113064	1057.942266	1042.073	0.141384	0.130074
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	50	5505.858	0.150192	0.170983	0.728722	4.036438	1032.5675	1017.079	0.155421	0.142987
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	55	8068.336	0.149632	0.170345	0.735354	4.024073	1020.703848	1005.393	0.177332	0.163145
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	60	9695.458	0.159099	0.181122	0.767585	4.07597	1022.35131	1007.016	0.207118	0.190548
Sacrament	2014	Summer	T6 instate (DSL	Aggregatec	65	1525.789	0.178592	0.203314	0.825416	4.192129	1037.509887	1021.947	0.244778	0.225196
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	5	973.193	2.302359	2.621061	3.194066	20.2304	2613.830374	2574.623	0.555046	0.510642
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	10	4844.188	1.368055	1.557426	2.270937	13.9894	2159.228157	2126.84	0.385827	0.354961
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	15	6537.973	0.710121	0.808419	1.57376	9.751558	1772.913489	1746.32	0.256755	0.236215
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	20	6933.757	0.289226	0.329262	1.047697	7.326695	1398.652392	1377.673	0.158657	0.145965
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	25	7221.233	0.23802	0.270967	0.902268	6.963703	1304.973942	1285.399	0.132587	0.12198
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	30	8682.948	0.195849	0.222959	0.779337	6.667335	1224.915374	1206.542	0.112737	0.103718
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	35	10238.34	0.162714	0.185237	0.678904	6.43759	1158.476688	1141.1	0.099108	0.091179
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	40	12709.3	0.138615	0.157803	0.600971	6.27447	1105.657884	1089.073	0.091699	0.084363
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	45	10407.24	0.123552	0.140654	0.545537	6.177973	1066.458963	1050.462	0.090511	0.08327
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	50	11647.39	0.117525	0.133793	0.512601	6.1481	1040.879923	1025.267	0.095544	0.0879
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	55	17068.19	0.120534	0.137218	0.502164	6.184851	1028.920766	1013.487	0.106797	0.098253
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	60	20510.29	0.132578	0.15093	0.514226	6.288226	1030.581491	1015.123	0.12427	0.114329
Sacrament	2014	Summer	T6 instate l DSL	Aggregatec	65	3227.737	0.153659	0.174929	0.548787	6.458224	1045.862098	1030.174	0.147964	0.136127
Sacrament	2014	Summer	T6 instate s DSL	Aggregatec	5	2636.582	2.766619	3.149585	4.22382	13.02447	2590.165205	2551.313	0.509527	0.468765
Sacrament	2014	Summer	T6 instate s DSL	Aggregatec	10	13123.91	1.622012	1.846537	2.850182	9.320297	2139.678879	2107.584	0.367714	0.338297
Sacrament	2014	Summer	T6 instate s DSL	Aggregatec	15	17712.73	0.827679	0.942249	1.849369	6.712302	1756.861837	1730.509	0.258527	0.237845
Sacrament	2014	Summer	T6 instate s DSL	Aggregatec	20	18784.99	0.341448	0.388712	1.143131	5.053981	1385.989235	1365.199	0.1741	0.160172

Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	25	19563.82	0.284957	0.324402	1.008095	4.682584	1293.158933	1273.762	0.151007	0.138926
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	30	23523.91	0.237724	0.27063	0.896796	4.371022	1213.825202	1195.618	0.135149	0.124337
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	35	27737.79	0.199748	0.227397	0.809232	4.119295	1147.98804	1130.768	0.126526	0.116404
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	40	34432.15	0.171029	0.194704	0.745403	3.927402	1095.647449	1079.213	0.125138	0.115127
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	45	28195.36	0.151568	0.172549	0.705311	3.795343	1056.803427	1040.951	0.130985	0.120506
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	50	31555.2	0.141364	0.160933	0.688954	3.723118	1031.455976	1015.984	0.144067	0.132542
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	55	46241.28	0.140418	0.159855	0.696333	3.710728	1019.605095	1004.311	0.164385	0.151234
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	60	55566.65	0.148729	0.169317	0.727448	3.758172	1021.250784	1005.932	0.191937	0.176582
Sacrament	2014	Summer	T6 instate s	DSL	Aggregatec	65	8744.61	0.166298	0.189318	0.782298	3.865451	1036.393044	1020.847	0.226725	0.208587
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	5	20.62477	0.692188	0.788003	1.169335	13.60612	2615.667216	2576.432	0.072893	0.067061
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	10	102.6623	0.403316	0.459144	0.747453	9.634342	2160.745533	2128.334	0.05499	0.050591
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	15	138.5585	0.204874	0.233234	0.450437	6.867642	1774.159386	1747.547	0.041008	0.037727
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	20	146.9464	0.086751	0.09876	0.255908	5.159215	1399.635281	1378.641	0.029914	0.027521
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	25	153.0388	0.074554	0.084874	0.235261	4.813019	1305.890999	1286.303	0.02675	0.02461
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	30	184.0168	0.064008	0.072869	0.219341	4.524009	1225.776171	1207.39	0.024829	0.022843
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	35	216.98	0.055116	0.062745	0.208147	4.292184	1159.290796	1141.901	0.024152	0.02222
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	40	269.3469	0.047876	0.054503	0.20168	4.117545	1106.434874	1089.838	0.024718	0.022741
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	45	220.5594	0.042288	0.048141	0.19994	4.00009	1067.208406	1051.2	0.026528	0.024405
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	50	246.8418	0.038352	0.043661	0.202926	3.939821	1041.611391	1025.987	0.029581	0.027214
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	55	361.7243	0.036069	0.041062	0.210639	3.936737	1029.64383	1014.199	0.033877	0.031167
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	60	434.6724	0.035439	0.040344	0.223078	3.990838	1031.305722	1015.836	0.039417	0.036263
Sacrament	2014	Summer	T6 utility	DSL	Aggregatec	65	68.40508	0.036461	0.041508	0.240245	4.102125	1046.597067	1030.898	0.0462	0.042504
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	5	1239.343	1.678414	1.915926	25.88001	0.864118	2513.497302	2475.795	0.009755	0.008489
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	10	6230.19	1.352113	1.541697	20.90976	0.886161	2036.12827	2005.586	0.007855	0.006836
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	15	7869.798	0.909842	1.035323	14.52975	0.92849	1392.429544	1371.543	0.005255	0.004573
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	20	8162.914	0.633894	0.722347	10.51669	0.972417	1006.06856	990.9775	0.003665	0.003189
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	25	9095.373	0.461268	0.525548	8.058935	1.014178	768.0121353	756.492	0.002664	0.002318
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	30	10283.62	0.348686	0.397023	6.424583	1.061492	619.433589	610.1421	0.002018	0.001756
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	35	12780.97	0.274665	0.313389	5.460207	1.105139	527.8465929	519.9289	0.001594	0.001387
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	40	15910.99	0.225443	0.258282	4.934711	1.153107	475.2332009	468.1047	0.001312	0.001142
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	45	14509.74	0.194425	0.221675	4.701309	1.189124	452.0557937	445.275	0.001126	0.00098
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	50	14120.96	0.171976	0.197319	4.625469	1.246528	454.3217759	447.5069	0.001007	0.000876
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	55	18468.93	0.15737	0.184199	4.904469	1.298864	482.4155308	475.1793	0.000939	0.000817
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	60	21312.3	0.150768	0.179383	5.508885	1.329652	541.2091748	533.091	0.000913	0.000794
Sacrament	2014	Summer	T6TS	GAS	Aggregatec	65	3330.316	0.155341	0.18239	6.647385	1.360205	641.4978669	631.8754	0.000925	0.000805
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	5	90.45648	7.078143	8.057926	11.93845	38.70161	4067.486074	4006.474	1.797809	1.653984
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	10	345.548	4.30447	4.900312	9.091664	27.248	3360.061368	3309.66	1.287724	1.184706
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	15	422.608	2.308323	2.62785	6.847251	19.3902	2758.901649	2717.518	0.895602	0.823954
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	20	925.3127	0.943937	1.0746	5.050863	14.76003	2176.498975	2143.851	0.59274	0.545321
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	25	954.5264	0.782193	0.890468	4.319327	13.91558	2030.722188	2000.261	0.509672	0.468898
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	30	1611.506	0.648937	0.738766	3.688763	13.22076	1906.139846	1877.548	0.443789	0.408286
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	35	2899.14	0.544168	0.619493	3.159173	12.67558	1802.751947	1775.711	0.39509	0.363483
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	40	2735.946	0.467885	0.532651	2.730556	12.28005	1720.558492	1694.75	0.363577	0.334491
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	45	3830.502	0.420089	0.478239	2.402911	12.03415	1659.559481	1634.666	0.349248	0.321309
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	50	3983.628	0.40078	0.456257	2.17624	11.93789	1619.754914	1595.459	0.352105	0.323937
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	55	4857.79	0.409957	0.466705	2.050541	11.99127	1601.144791	1577.128	0.372146	0.342375
Sacrament	2014	Summer	T7 Ag	DSL	Aggregatec	60	1479.853	0.447622	0.509583	2.025815	12.1943	1603.729112	1579.673	0.409373	0.376623

Sacramento	2014	Summer	T7 Ag	DSL	Aggregated	65	810.545	0.513773	0.584891	2.102063	12.54696	1627.507876	1603.095	0.463784	0.426681
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	5	475.867	3.618918	4.119862	6.986323	21.97176	4030.132195	3969.68	0.230524	0.212082
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	10	1817.834	2.110155	2.402251	4.448342	16.17406	3329.204144	3279.266	0.183493	0.168814
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	15	2223.226	1.073907	1.222561	2.66729	11.94925	2733.565194	2692.562	0.145852	0.134184
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	20	4867.819	0.456759	0.519985	1.510189	9.016518	2156.511032	2124.163	0.114691	0.105516
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	25	5021.504	0.394508	0.449118	1.395237	8.19383	2012.072991	1981.892	0.105213	0.096796
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	30	8477.698	0.340347	0.387459	1.307501	7.496319	1888.634754	1860.305	0.100258	0.092238
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	35	15251.59	0.294274	0.335009	1.24698	6.923984	1786.196321	1759.403	0.099826	0.09184
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	40	14393.07	0.25629	0.291767	1.213674	6.476826	1704.757692	1679.186	0.103917	0.095603
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	45	20151.23	0.226395	0.257733	1.207584	6.154844	1644.318867	1619.654	0.11253	0.103528
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	50	20956.79	0.204589	0.232909	1.228709	5.958039	1604.879847	1580.807	0.125666	0.115613
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	55	25555.52	0.190871	0.217292	1.277049	5.886411	1586.44063	1562.644	0.143325	0.131859
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	60	7785.103	0.185243	0.210885	1.352604	5.939959	1589.001218	1565.166	0.165507	0.152267
Sacramento	2014	Summer	T7 CAIRP	DSL	Aggregated	65	4264.057	0.187703	0.213685	1.455375	6.118684	1612.561609	1588.373	0.192212	0.176835
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	5	19.65364	3.657148	4.163384	7.055162	22.63361	4033.032292	3972.537	0.235877	0.217007
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	10	75.07781	2.132581	2.427781	4.494617	16.65725	3331.599851	3281.626	0.187428	0.172434
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	15	91.82077	1.085373	1.235614	2.697208	12.30361	2735.532276	2694.499	0.14869	0.136795
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	20	201.0443	0.46152	0.525405	1.528702	9.283723	2158.062865	2125.692	0.116671	0.107337
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	25	207.3916	0.398512	0.453676	1.41165	8.437992	2013.520885	1983.318	0.106954	0.098398
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	30	350.1348	0.343713	0.391291	1.322188	7.720993	1889.993822	1861.644	0.101839	0.093692
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	35	629.9013	0.297122	0.338251	1.260314	7.132725	1787.481674	1760.669	0.101324	0.093218
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	40	594.4438	0.25874	0.294556	1.22603	6.67319	1705.984441	1680.395	0.105411	0.096978
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	45	832.2599	0.228566	0.260205	1.219334	6.342387	1645.502125	1620.82	0.114099	0.104971
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	50	865.5298	0.2066	0.235198	1.240227	6.140315	1606.034724	1581.944	0.127388	0.117197
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	55	1055.461	0.192842	0.219536	1.288709	6.066976	1587.582238	1563.769	0.145278	0.133656
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	60	321.5302	0.187293	0.213219	1.36478	6.122369	1590.144668	1566.292	0.16777	0.154348
Sacramento	2014	Summer	T7 CAIRP ca	DSL	Aggregated	65	176.1085	0.189952	0.216246	1.46844	6.306493	1613.722014	1589.516	0.194863	0.179274
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	5	535.3326	2.775724	3.159951	5.471065	11.90215	3990.278967	3930.425	0.115672	0.106418
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	10	2044.995	1.615466	1.839085	3.426271	8.87661	3296.282264	3246.838	0.100603	0.092555
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	15	2501.046	0.821005	0.934651	2.003633	6.632707	2706.533476	2665.935	0.087573	0.080567
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	20	5476.115	0.351907	0.400619	1.097798	5.009788	2135.185695	2103.158	0.07545	0.069414
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	25	5649.005	0.306485	0.34891	1.030505	4.514188	1992.175975	1962.293	0.071187	0.065492
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	30	9537.093	0.266471	0.303357	0.982043	4.092575	1869.958396	1841.909	0.069882	0.064291
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	35	17157.47	0.231865	0.26396	0.95241	3.744947	1768.532958	1742.005	0.071536	0.065813
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	40	16191.67	0.202665	0.230719	0.941608	3.471306	1687.89966	1662.581	0.07615	0.070058
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	45	22669.38	0.178873	0.203634	0.949635	3.27165	1628.058504	1603.638	0.083722	0.077024
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	50	23575.6	0.160489	0.182704	0.976493	3.145981	1589.009488	1565.174	0.094253	0.086713
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	55	28749	0.147512	0.167931	1.02218	3.094298	1570.752614	1547.191	0.107743	0.099124
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	60	8757.95	0.139942	0.159313	1.086698	3.116601	1573.28788	1549.689	0.124192	0.114257
Sacramento	2014	Summer	T7 NNOOS	DSL	Aggregated	65	4796.905	0.13778	0.156852	1.170045	3.21289	1596.615288	1572.666	0.1436	0.132112
Sacramento	2014	Summer	T7 NOOS	DSL	Aggregated	5	173.2987	3.535782	4.025219	6.837585	21.97176	4030.850856	3970.388	0.218436	0.200961
Sacramento	2014	Summer	T7 NOOS	DSL	Aggregated	10	662.009	2.061614	2.34699	4.349619	16.17406	3329.797814	3279.851	0.174293	0.16035
Sacramento	2014	Summer	T7 NOOS	DSL	Aggregated	15	809.6424	1.04926	1.194503	2.604642	11.94925	2734.052648	2693.042	0.138915	0.127802
Sacramento	2014	Summer	T7 NOOS	DSL	Aggregated	20	1772.736	0.44653	0.50834	1.472489	9.016518	2156.895585	2124.542	0.109561	0.100796
Sacramento	2014	Summer	T7 NOOS	DSL	Aggregated	25	1828.704	0.385914	0.439334	1.361667	8.19383	2012.431787	1982.245	0.100603	0.092555
Sacramento	2014	Summer	T7 NOOS	DSL	Aggregated	30	3087.362	0.33313	0.379243	1.277291	7.496319	1888.971539	1860.637	0.095956	0.088279
Sacramento	2014	Summer	T7 NOOS	DSL	Aggregated	35	5554.241	0.288177	0.328068	1.219361	6.923984	1786.514839	1759.717	0.095619	0.08797

Sacrament	2014	Summer	T7 NOOS	DSL	Aggregatec	40	5241.59	0.251055	0.285807	1.187877	6.476826	1705.061688	1679.486	0.099593	0.091626
Sacrament	2014	Summer	T7 NOOS	DSL	Aggregatec	45	7338.566	0.221764	0.252461	1.182838	6.154844	1644.612085	1619.943	0.107877	0.099247
Sacrament	2014	Summer	T7 NOOS	DSL	Aggregatec	50	7631.929	0.200304	0.22803	1.204246	5.958039	1605.166032	1581.089	0.120472	0.110835
Sacrament	2014	Summer	T7 NOOS	DSL	Aggregatec	55	9306.67	0.186675	0.212515	1.2521	5.886411	1586.723527	1562.923	0.137378	0.126388
Sacrament	2014	Summer	T7 NOOS	DSL	Aggregatec	60	2835.137	0.180877	0.205914	1.326399	5.939959	1589.284571	1565.445	0.158594	0.145907
Sacrament	2014	Summer	T7 NOOS	DSL	Aggregatec	65	1552.861	0.18291	0.208229	1.427145	6.118684	1612.849164	1588.656	0.184121	0.169391
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	5	5.486681	4.905834	5.584918	9.758992	21.65233	4081.984555	4020.755	0.10115	0.093058
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	10	20.95937	2.853901	3.248949	6.079813	16.27859	3372.038246	3321.458	0.09277	0.085348
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	15	25.63349	1.450214	1.650959	3.5271	12.24748	2768.735704	2727.205	0.084668	0.077894
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	20	56.12528	0.623476	0.70978	1.912473	9.257301	2184.257066	2151.493	0.076039	0.069955
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	25	57.89725	0.544755	0.620162	1.805347	8.299556	2037.960661	2007.391	0.072584	0.066777
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	30	97.74668	0.475051	0.54081	1.730379	7.483375	1912.934247	1884.24	0.072085	0.066318
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	35	175.8487	0.414365	0.471723	1.687567	6.808758	1809.177824	1782.04	0.07454	0.068576
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	40	165.9501	0.362695	0.412901	1.676913	6.275705	1726.691392	1700.791	0.079949	0.073553
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	45	232.3409	0.320043	0.364345	1.698417	5.884216	1665.474951	1640.493	0.088313	0.081248
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	50	241.6288	0.286409	0.326054	1.752077	5.634291	1625.528501	1601.146	0.099632	0.091662
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	55	294.6516	0.261791	0.298029	1.837895	5.52593	1606.852043	1582.749	0.113906	0.104794
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	60	89.76116	0.246191	0.28027	1.95587	5.559133	1609.445575	1585.304	0.131134	0.120644
Sacrament	2014	Summer	T7 other p	DSL	Aggregatec	65	49.16399	0.239608	0.272776	2.106003	5.7339	1633.309099	1608.809	0.151317	0.139212
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	5	12.56647	4.905834	5.584918	9.758992	21.65233	4081.984555	4020.755	0.10115	0.093058
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	10	48.00448	2.853901	3.248949	6.079813	16.27859	3372.038246	3321.458	0.09277	0.085348
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	15	58.70987	1.450214	1.650959	3.5271	12.24748	2768.735704	2727.205	0.084668	0.077894
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	20	128.547	0.623476	0.70978	1.912473	9.257301	2184.257066	2151.493	0.076039	0.069955
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	25	132.6055	0.544755	0.620162	1.805347	8.299556	2037.960661	2007.391	0.072584	0.066777
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	30	223.8749	0.475051	0.54081	1.730379	7.483375	1912.934247	1884.24	0.072085	0.066318
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	35	402.7566	0.414365	0.471723	1.687567	6.808758	1809.177824	1782.04	0.07454	0.068576
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	40	380.0852	0.362695	0.412901	1.676913	6.275705	1726.691392	1700.791	0.079949	0.073553
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	45	532.1439	0.320043	0.364345	1.698417	5.884216	1665.474951	1640.493	0.088313	0.081248
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	50	553.4166	0.286409	0.326054	1.752077	5.634291	1625.528501	1601.146	0.099632	0.091662
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	55	674.8577	0.261791	0.298029	1.837895	5.52593	1606.852043	1582.749	0.113906	0.104794
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	60	205.5852	0.246191	0.28027	1.95587	5.559133	1609.445575	1585.304	0.131134	0.120644
Sacrament	2014	Summer	T7 POAK	DSL	Aggregatec	65	112.6032	0.239608	0.272776	2.106003	5.7339	1633.309099	1608.809	0.151317	0.139212
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	5	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	10	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	15	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	20	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	25	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	30	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	35	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	40	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	45	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	50	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	55	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	60	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 POLA	DSL	Aggregatec	65	0	0	0	0	0	0	0	0	0
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	5	54.50948	1.132411	1.289163	2.005052	38.87009	4127.425591	4065.514	0.293784	0.270281
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	10	208.2287	0.68432	0.779046	1.461473	27.15552	3409.576093	3358.432	0.211663	0.19473

Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	15	254.6654	0.364705	0.415189	1.050965	19.22316	2799.55753	2757.564	0.148433	0.136558
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	20	557.5975	0.15116	0.172084	0.745266	14.74064	2208.572421	2175.444	0.099451	0.091495
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	25	575.2018	0.127192	0.144799	0.647089	14.02574	2060.647431	2029.738	0.08595	0.079074
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	30	971.1008	0.107143	0.121974	0.563265	13.44714	1934.229211	1905.216	0.075369	0.06934
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	35	1747.035	0.091013	0.103611	0.493796	13.00483	1829.317761	1801.878	0.06771	0.062293
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	40	1648.693	0.078801	0.089709	0.43868	12.69883	1745.913083	1719.724	0.062971	0.057934
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	45	2308.277	0.070508	0.080268	0.397917	12.52912	1684.015175	1658.755	0.061154	0.056262
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	50	2400.552	0.066133	0.075287	0.371508	12.49571	1643.624037	1618.97	0.062258	0.057277
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	55	2927.326	0.065677	0.074768	0.359453	12.5986	1624.739671	1600.369	0.066282	0.06098
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	60	891.7657	0.069139	0.07871	0.361752	12.83779	1627.362075	1602.952	0.073228	0.06737
Sacrament	2014	Summer	T7 Public	DSL	Aggregatec	65	488.438	0.076521	0.087113	0.378405	13.21328	1651.491249	1626.719	0.083095	0.076447
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	5	118.7599	3.804429	4.331053	6.437775	29.47416	4015.732264	3955.496	0.796922	0.733168
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	10	453.6683	2.231222	2.540076	4.533952	20.27498	3317.308676	3267.549	0.546627	0.502897
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	15	554.84	1.135274	1.292423	3.096894	14.04996	2723.797983	2682.941	0.356298	0.327795
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	20	1214.839	0.459161	0.52272	2.009105	10.52498	2148.805674	2116.574	0.212556	0.195552
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	25	1253.193	0.374174	0.425969	1.724878	10.03291	2004.88372	1974.81	0.174834	0.160847
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	30	2115.739	0.304493	0.346643	1.485612	9.632782	1881.886536	1853.658	0.14642	0.134707
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	35	3806.267	0.250119	0.284742	1.291307	9.324611	1779.814122	1753.117	0.127317	0.117131
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	40	3592.011	0.211052	0.240266	1.141963	9.108392	1698.666479	1673.186	0.117523	0.108121
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	45	5029.048	0.187291	0.213216	1.037579	8.984127	1638.443606	1613.867	0.117038	0.107675
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	50	5230.086	0.178836	0.203592	0.978157	8.951816	1599.145504	1575.158	0.125863	0.115794
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	55	6377.77	0.185689	0.211392	0.963696	9.011457	1580.772172	1557.061	0.143997	0.132477
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	60	1942.892	0.207847	0.236618	0.994195	9.163051	1583.323611	1559.574	0.17144	0.157725
Sacrament	2014	Summer	T7 Single	DSL	Aggregatec	65	1064.161	0.245313	0.27927	1.069656	9.406598	1606.799819	1582.698	0.208193	0.191538
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	5	50.84138	3.862582	4.397256	6.5186	30.3351	4017.657418	3957.393	0.820059	0.754454
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	10	194.2164	2.265621	2.579237	4.60061	20.85908	3318.899004	3269.116	0.562112	0.517143
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	15	237.5283	1.152808	1.312384	3.150109	14.44905	2725.10378	2684.227	0.365993	0.336714
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	20	520.0752	0.465803	0.530281	2.048257	10.82346	2149.835818	2117.588	0.217919	0.200486
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	25	536.4948	0.37914	0.431622	1.756494	10.32051	2005.844867	1975.757	0.17908	0.164753
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	30	905.7527	0.308148	0.350803	1.510696	9.911765	1882.788718	1854.547	0.14979	0.137807
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	35	1629.472	0.252828	0.287825	1.310865	9.597224	1780.667371	1753.957	0.13005	0.119646
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	40	1537.748	0.213179	0.242688	1.157	9.376888	1699.480825	1673.989	0.11986	0.110272
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	45	2152.947	0.189201	0.215391	1.049102	9.250757	1639.229081	1614.641	0.119221	0.109683
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	50	2239.012	0.180894	0.205934	0.98717	9.218829	1599.912139	1575.913	0.128131	0.117881
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	55	2730.338	0.188259	0.214318	0.971205	9.281106	1581.529999	1557.807	0.146592	0.134864
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	60	831.7563	0.211295	0.240543	1.001205	9.437587	1584.082661	1560.321	0.174602	0.160634
Sacrament	2014	Summer	T7 single c	DSL	Aggregatec	65	455.5696	0.250002	0.284608	1.077173	9.688273	1607.570124	1583.457	0.212163	0.19519
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	5	30.5947	1.410045	1.605229	2.554793	31.83576	4066.931895	4005.928	0.228368	0.210098
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	10	116.8732	0.83168	0.946804	1.733118	22.18155	3359.603572	3309.21	0.164034	0.150911
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	15	142.9368	0.428819	0.488178	1.136499	15.60141	2758.525759	2717.148	0.114555	0.105391
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	20	312.9645	0.178585	0.203305	0.72018	11.79613	2176.202435	2143.559	0.076347	0.07024
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	25	322.8453	0.150779	0.17165	0.638109	11.17633	2030.44551	1999.989	0.065901	0.060629
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	30	545.0527	0.127301	0.144922	0.570209	10.66882	1905.880141	1877.292	0.058252	0.053592
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	35	980.5635	0.108151	0.123122	0.516477	10.27358	1802.506329	1775.469	0.053401	0.049129
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	40	925.3671	0.09333	0.106249	0.476916	9.990624	1720.324073	1694.519	0.051348	0.04724
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	45	1295.574	0.082838	0.094304	0.451524	9.819945	1659.333373	1634.443	0.052093	0.047926
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	50	1347.365	0.076674	0.087287	0.440301	9.761544	1619.534229	1595.241	0.055636	0.051185

Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	55	1643.029	0.074838	0.085198	0.443248	9.815422	1600.926641	1576.913	0.061977	0.057019
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	60	500.5241	0.077331	0.088036	0.460365	9.981579	1603.51061	1579.458	0.071116	0.065427
Sacrament	2014	Summer	T7 SWCV	DSL	Aggregatec	65	274.1471	0.084153	0.095801	0.491651	10.26001	1627.286135	1602.877	0.083053	0.076409
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	5	316.0623	4.799798	5.464204	8.461694	31.83035	4043.995793	3983.336	0.847979	0.780141
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	10	1207.372	2.851581	3.246308	5.95432	22.5688	3340.65656	3290.547	0.607061	0.558496
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	15	1476.626	1.483041	1.68833	4.090101	16.12846	2742.968619	2701.824	0.421926	0.388172
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	20	3233.117	0.611665	0.696334	2.729619	12.17432	2163.929399	2131.47	0.279148	0.256816
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	25	3335.192	0.510964	0.581693	2.378661	11.3718	2018.994493	1988.71	0.240167	0.220953
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	30	5630.733	0.426964	0.486066	2.082866	10.70336	1895.131631	1866.705	0.210878	0.194007
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	35	10129.83	0.359667	0.409453	1.842234	10.16902	1792.340811	1765.456	0.19128	0.175978
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	40	9559.617	0.309071	0.351854	1.656764	9.768761	1710.622034	1684.963	0.181375	0.166865
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	45	13384.08	0.275177	0.313268	1.526456	9.502592	1649.975301	1625.226	0.181161	0.166668
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	50	13919.12	0.257986	0.293697	1.451312	9.370511	1610.400611	1586.245	0.190639	0.175388
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	55	16973.51	0.257496	0.293139	1.431329	9.372519	1591.897964	1568.019	0.209808	0.193024
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	60	5170.725	0.273708	0.311595	1.46651	9.508615	1594.467359	1570.55	0.23867	0.219576
Sacrament	2014	Summer	T7 tractor	DSL	Aggregatec	65	2832.11	0.306622	0.349065	1.556853	9.7788	1618.108799	1593.837	0.277223	0.255045
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	5	37.906	5.728572	6.521543	9.899697	33.31977	4040.203207	3979.6	1.077635	0.991424
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	10	144.8027	3.399621	3.87021	7.027534	23.52048	3337.523588	3287.461	0.764919	0.703726
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	15	177.0949	1.763356	2.007446	4.871981	16.7382	2740.396178	2699.29	0.525162	0.483149
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	20	387.7545	0.722614	0.822641	3.268788	12.62992	2161.899999	2129.471	0.341085	0.313798
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	25	399.9966	0.599001	0.681917	2.830523	11.83508	2017.101018	1986.845	0.29124	0.267941
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	30	675.3055	0.496563	0.5653	2.460053	11.17499	1893.354317	1864.954	0.253702	0.233406
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	35	1214.892	0.415302	0.47279	2.157379	10.64968	1790.659898	1763.8	0.228471	0.210193
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	40	1146.505	0.355217	0.404388	1.922499	10.25912	1709.01776	1683.382	0.215547	0.198303
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	45	1605.181	0.316309	0.360093	1.755414	10.00334	1648.427903	1623.701	0.21493	0.197735
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	50	1669.349	0.298576	0.339906	1.656124	9.882315	1608.890327	1584.757	0.22662	0.20849
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	55	2035.669	0.302019	0.343826	1.624629	9.896057	1590.405032	1566.549	0.250617	0.230568
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	60	620.1358	0.326639	0.371854	1.660928	10.04456	1592.972018	1569.077	0.286922	0.263968
Sacrament	2014	Summer	T7 tractor (	DSL	Aggregatec	65	339.6608	0.372435	0.423989	1.765023	10.32784	1616.591286	1592.342	0.335533	0.308691
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	5	1.990308	1.237858	1.409207	2.335725	24.3369	4043.121864	3982.475	0.120157	0.110544
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	10	7.603067	0.72139	0.821248	1.497865	17.04497	3339.934626	3289.836	0.088891	0.08178
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	15	9.298613	0.366433	0.417157	0.906842	12.02255	2742.375849	2701.24	0.064638	0.059467
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	20	20.35959	0.154894	0.176335	0.518003	9.020548	2163.461763	2131.01	0.04563	0.041979
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	25	21.00238	0.132861	0.151253	0.474766	8.481974	2018.558178	1988.28	0.040315	0.037089
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	30	35.45786	0.11386	0.129621	0.441194	8.035662	1894.722083	1866.301	0.036918	0.033964
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	35	63.78958	0.097891	0.111441	0.417286	7.681611	1791.953477	1765.074	0.03544	0.032605
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	40	60.19883	0.084953	0.096713	0.403043	7.419821	1710.25236	1684.599	0.03588	0.03301
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	45	84.28226	0.075047	0.085435	0.398464	7.250293	1649.618733	1624.874	0.038239	0.03518
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	50	87.65148	0.068172	0.077609	0.40355	7.173026	1610.052595	1585.902	0.042517	0.039115
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	55	106.8856	0.064329	0.073234	0.418301	7.18802	1591.553946	1567.681	0.048713	0.044816
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	60	32.56109	0.063517	0.07231	0.442715	7.295276	1594.122787	1570.211	0.056828	0.052281
Sacrament	2014	Summer	T7 utility	DSL	Aggregatec	65	17.83436	0.065738	0.074837	0.476795	7.494793	1617.759117	1593.493	0.066861	0.061512
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	5	136.5959	5.325436	6.120143	160.1787	3.039287	2513.496897	2475.794	0.008738	0.007035
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	10	667.6145	4.305323	4.931267	130.1244	3.107298	2036.128278	2005.586	0.007036	0.005665
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	15	728.0441	2.883282	3.308976	89.70881	3.266763	1392.429489	1371.543	0.004707	0.00379
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	20	1244.215	2.005954	2.302853	64.35288	3.442794	1006.068643	990.9776	0.003282	0.002643
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	25	1623.78	1.458323	1.675736	49.35733	3.570189	768.0119988	756.4918	0.002386	0.001921

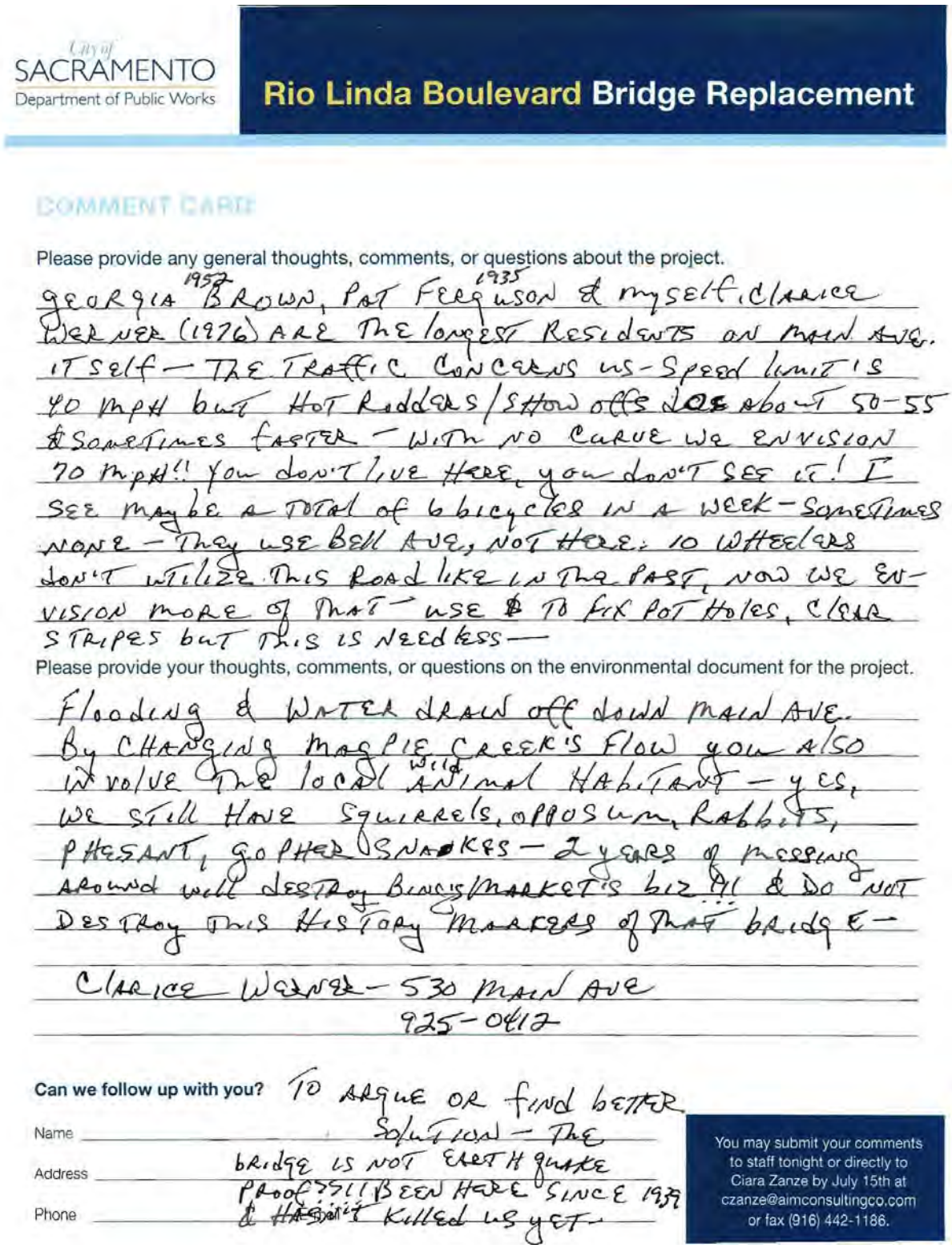
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	30	2965.326	1.109128	1.272152	40.04777	3.723895	619.4336981	610.1422	0.001808	0.001455
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	35	5274.231	0.877203	1.007121	34.36098	3.877207	527.8465099	519.9288	0.001428	0.001149
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	40	4597.672	0.720516	0.828367	30.82677	4.034388	475.2332282	468.1047	0.001175	0.000946
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	45	4864.828	0.616501	0.710198	29.19659	4.215344	452.0558892	445.2751	0.001009	0.000812
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	50	5089.988	0.549459	0.634972	29.27297	4.357896	454.3218472	447.507	0.000902	0.000726
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	55	7471.725	0.514725	0.594059	31.43855	4.493662	482.4155958	475.1794	0.000841	0.000677
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	60	1844.035	0.495233	0.576486	35.00081	4.641615	541.2091552	533.091	0.000818	0.000658
Sacrament	2014	Summer	T7IS	GAS	Aggregatec	65	988.3642	0.502017	0.581524	41.00643	4.816537	641.498	631.8755	0.000828	0.000667
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	5	314.8063	2.956988	3.252374	34.7925	1.836813	2513.497048	2475.795	0.006431	0.005587
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	5	583.5729	1.483926	1.689351	8.773889	21.73167	2453.214539	2416.416	0.656902	0.60435
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	10	1129.935	2.38121	2.619078	28.18463	1.883367	2036.128134	2005.586	0.005178	0.004499
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	10	2094.62	1.258369	1.43257	6.908691	18.88789	2453.214365	2416.416	0.557053	0.512488
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	15	2259.871	1.592983	1.752113	19.27438	1.976478	1392.429498	1371.543	0.003464	0.00301
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	15	4189.24	0.928966	1.057566	4.480704	14.81323	2453.214525	2416.416	0.411233	0.378334
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	20	2982.241	1.110831	1.221797	13.92627	2.069588	1006.068671	990.9776	0.002416	0.002099
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	20	5528.336	0.710218	0.808536	3.085705	12.21324	2453.214534	2416.416	0.314398	0.289246
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	25	4491.47	0.807436	0.888094	10.63103	2.162699	768.0121274	756.4919	0.001756	0.001525
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	25	8326.072	0.56232	0.640164	2.256422	10.58588	2453.214223	2416.416	0.248927	0.229013
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	30	5621.405	0.611775	0.672887	8.574366	2.255809	619.4335673	610.1421	0.00133	0.001156
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	30	10420.69	0.46108	0.524909	1.752039	9.645783	2453.214303	2416.416	0.20411	0.187781
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	35	5508.951	0.483168	0.531433	7.306594	2.348919	527.8465763	519.9289	0.001051	0.000913
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	35	10212.23	0.391534	0.445735	1.444525	9.239806	2453.21454	2416.416	0.173323	0.159458
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	40	3971.451	0.397766	0.4375	6.578305	2.44203	475.2331611	468.1047	0.000865	0.000752
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	40	7362.086	0.34432	0.391986	1.264631	9.304712	2453.214625	2416.416	0.152423	0.140229
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	45	1731.276	0.341335	0.375432	6.257478	2.53514	452.0558445	445.275	0.000742	0.000645
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	45	3209.356	0.313585	0.356996	1.175602	9.850486	2453.214397	2416.416	0.138817	0.127712
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	50	879.6152	0.305321	0.335821	6.288844	2.62825	454.3217825	447.507	0.000664	0.000577
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	50	1630.589	0.295767	0.336711	1.160418	10.96294	2453.214092	2416.416	0.13093	0.120455
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	55	1090.545	0.284679	0.313117	6.677726	2.72136	482.4155188	475.1793	0.000619	0.000538
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	55	2021.6	0.288897	0.328891	1.21626	12.8266	2453.214268	2416.416	0.127889	0.117658
Sacrament	2014	Summer	UBUS	GAS	Aggregatec	60	1784.961	0.276681	0.304319	7.491563	2.814471	541.2091956	533.0911	0.000602	0.000523
Sacrament	2014	Summer	UBUS	DSL	Aggregatec	60	3308.876	0.292239	0.332695	1.353617	15.77649	2453.214544	2416.416	0.129368	0.119018
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	5	200.337	3.213658	3.658505	4.216626	22.14765	2628.789735	2589.358	0.817932	0.752497
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	10	997.2022	1.947206	2.216746	3.084235	15.54078	2171.585759	2139.012	0.577361	0.531172
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	15	1345.877	1.039767	1.183696	2.217829	11.00664	1783.060151	1756.314	0.393154	0.361702
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	20	1427.351	0.426805	0.485885	1.55354	8.329531	1406.6571	1385.557	0.252018	0.231856
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	25	1486.53	0.35516	0.404322	1.336447	7.851952	1312.442513	1292.756	0.213898	0.196786
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	30	1787.432	0.295874	0.33683	1.15115	7.458286	1231.925757	1213.447	0.184117	0.169388
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	35	2107.617	0.248949	0.28341	0.99765	7.148534	1165.106832	1147.63	0.162674	0.14966
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	40	2616.279	0.214384	0.24406	0.875948	6.922697	1111.985738	1095.306	0.149569	0.137604
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	45	2142.386	0.192179	0.218781	0.786043	6.780773	1072.562475	1056.474	0.144802	0.133218
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	50	2397.678	0.182334	0.207573	0.727936	6.722763	1046.837042	1031.134	0.148374	0.136504
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	55	3513.58	0.184849	0.210436	0.701625	6.748667	1034.809441	1019.287	0.160284	0.147461
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	60	4222.155	0.199723	0.22737	0.707112	6.858485	1036.479671	1020.932	0.180532	0.166089
Sacrament	2014	Summer	All Other B	DSL	Aggregatec	65	664.4471	0.226958	0.258375	0.744396	7.052217	1051.847731	1036.07	0.209118	0.192388

APPENDIX F

Public Comments Index

Comment A

Clarice Werner (received at open house held on June 26, 2013)



City of SACRAMENTO
Department of Public Works

Rio Linda Boulevard Bridge Replacement

COMMENT CARD

Please provide any general thoughts, comments, or questions about the project.

GEORGIA (1957) BROWN, PAT FERGUSON (1935) & myself, CLARICE WERNER (1976) ARE THE longest RESIDENTS ON MAIN AVE. ITSELF — THE TRAFFIC CONCERNS US - Speed limit is 40 mph but HOT Rodders / SHOW offs DO about 50-55 & SOMETIMES faster - WITH NO CURVE WE ENVISION 70 mph!! You don't LIVE HERE, you don't SEE it! I SEE maybe a TOTAL of 6 bicycles IN A WEEK - SOMETIMES NONE - They use BELL AVE, NOT HERE. 10 WHEELERS don't UTILIZE This ROAD like IN THE PAST, NOW WE ENVISION MORE of THAT - USE $ TO FIX POT HOLES, CLEAR STRIPES but This IS NEEDLESS —

1

Please provide your thoughts, comments, or questions on the environmental document for the project.

Flooding & WATER drain off down MAIN AVE. By CHANGING MAGPIE CREEK'S FLOW you ALSO INVOLVE THE local WILD ANIMAL HABITANT — yes, WE STILL HAVE Squirrels, OPPOSUM, Rabbits, PHEASANT, GOPHER SNAKES — 2 YEARS of messing around will DESTROY BIKES/MARKET'S biz ALL & DO NOT DESTROY This HISTORY MARKERS of THAT bridge —

2

3

CLARICE WERNER - 530 MAIN AVE
925-0412

Can we follow up with you? TO ARGUE OR find better SOLUTION - THE

Name

Address bridge IS NOT EARTHQUAKE PROOF? I'VE BEEN HERE SINCE 1957 & HASN'T KILLED US YET.

Phone

You may submit your comments to staff tonight or directly to Ciara Zanze by July 15th at czanze@aimconsultingco.com or fax (916) 442-1186.

4

Response A

Thank you for your comments; they have been included in the final environmental document.

Response 1: The Rio Linda Boulevard Bridge Replacement Project has been designed in a way that design speeds are 45 mph, however, the signed speed will be maintained at 40 mph. The Main Avenue/Rio Linda Boulevard intersection will be formally signalized as well.

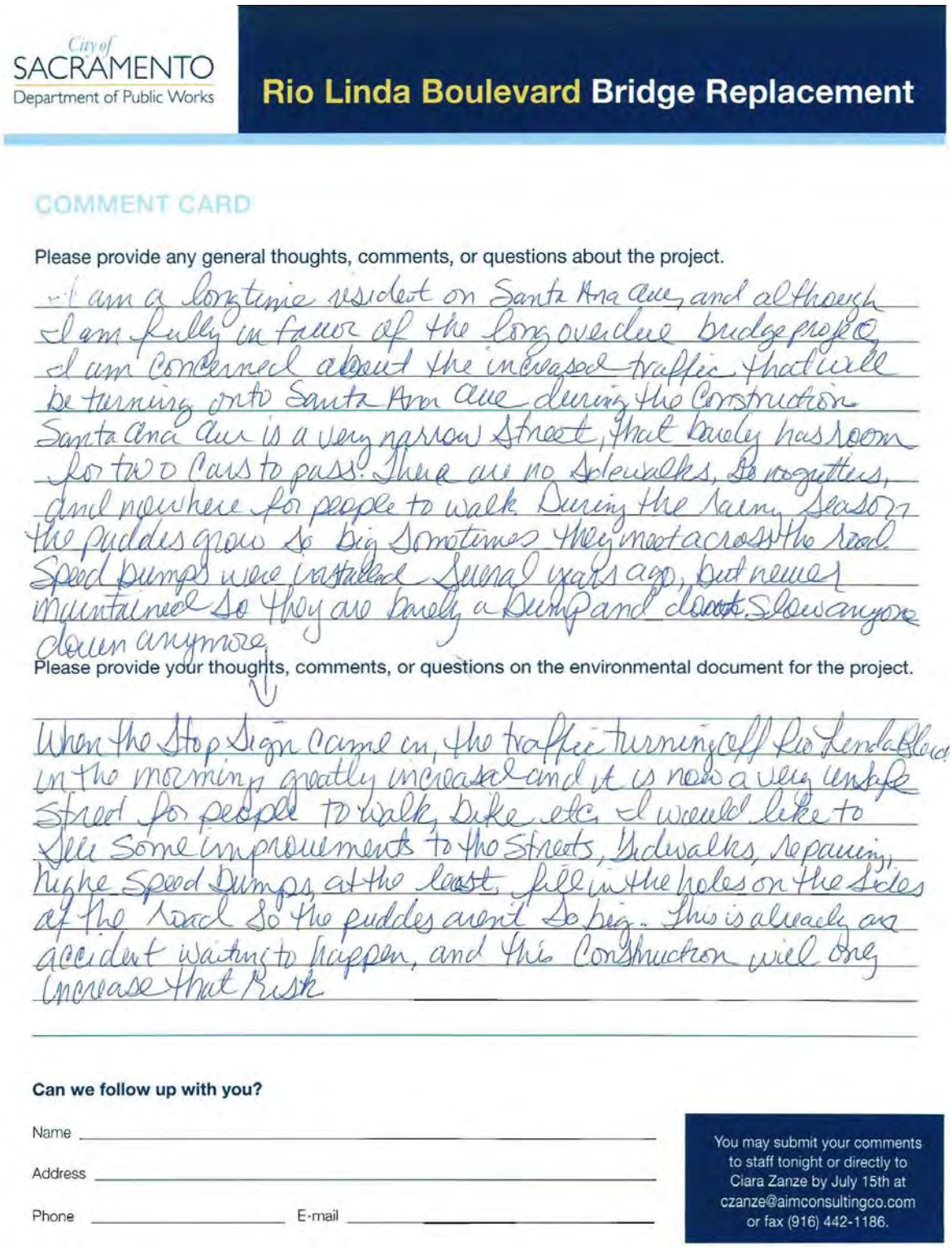
Response 2: The new bridge will be designed to withstand a 100-year flood event as well as in a way which allows water to drain properly into Magpie Creek. The Magpie Creek realignment will be designed in such a way that encourages flows and prevents standing water from occurring within the creek. During the environmental document process a Natural Environment Study was prepared to evaluate the biological conditions within the project area. Biologists conducted field surveys in May and October 2012 to document existing biological resources, detect potential jurisdictional waters of the United States (U.S.) and State, and search for suitable habitat and presence of Federal and State protected species. Potential impacts to resources were analyzed based on the proposed project design and ecological resources identified in the field surveys. With the implementation of mitigation measures no adverse impacts are expected to occur as a result of the Rio Linda Boulevard Bridge Replacement Project.

Response 3: The Rio Linda Boulevard Bridge Replacement Project has been designed for Rio Linda Boulevard to remain open throughout construction; no detour would be implemented due to the project. This will allow traffic to be maintained to Bings Market throughout the proposed 18 month construction duration.

Response 4: The Rio Linda Boulevard Bridge has been rated as Structurally Deficient by the California Department of Transportation and is therefore recommended for replacement. The Rio Linda Boulevard Bridge Replacement Project will enhance safety on Rio Linda Boulevard and Main Avenue by: 1) realigning Main Avenue perpendicular to Rio Linda Boulevard; 2) widening the Rio Linda Boulevard Bridge to meet standards; 3) increasing the height of the bridge railing to meet Caltrans standards.

Comment B

Anonymous (received at open house held on June 26, 2013)



City of SACRAMENTO
Department of Public Works

Rio Linda Boulevard Bridge Replacement

COMMENT CARD

Please provide any general thoughts, comments, or questions about the project.

I am a longtime resident on Santa Ana Ave, and although I am fully in favor of the long overdue bridge project, I am concerned about the increased traffic that will be turning onto Santa Ana Ave during the construction. Santa Ana Ave is a very narrow street, that barely has room for two cars to pass. There are no sidewalks, no gutters, and nowhere for people to walk. During the rainy season the puddles grow so big sometimes they meet across the road. Speed bumps were installed several years ago, but never maintained so they are barely a bump and doesn't slow anyone down anymore.

Please provide your thoughts, comments, or questions on the environmental document for the project.

When the Stop Sign came in, the traffic turning off Rio Linda Blvd in the morning greatly increased and it is now a very unsafe street for people to walk, bike, etc. I would like to see some improvements to the streets, sidewalks, repaving, huge speed bumps, at the least, fill in the holes on the sides of the road so the puddles aren't so big. This is already an accident waiting to happen, and this construction will only increase that risk.

Can we follow up with you?

Name _____

Address _____

Phone _____ E-mail _____

You may submit your comments to staff tonight or directly to Ciara Zanze by July 15th at czanze@aimconsultingco.com or fax (916) 442-1186.

1

Response B

Thank you for your comment; they have been included in the final environmental document.

Response 1: The project is designed to accommodate traffic through the intersection while it is being modified and constructed. While work on Santa Ana Avenue is outside the scope of this project, the City of Sacramento Department of Public Works--Street Services has been informed of your concerns about the condition of Santa Ana Avenue.

Comment C

Army Corps of Engineers (received via mail on June 26, 2013)

A

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

June 26, 2013

Regulatory Division SPK-2012-01206

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

Dear Mr. Johnson:

We are responding to your June 13, 2013, request for comments on the Rio Linda Boulevard Bridge Replacement project. The project is located near the intersection of Rio Linda Boulevard and Main Avenue, along Magpie Creek, in Section 7, Township 9 North, Range 5 East, Mount Diablo Meridian, Latitude 38.654791°, Longitude -121.447928°, City of Sacramento, Sacramento County, California. Your identification number is SPK-2012-01206.

1

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

To ascertain the extent of waters on the project site, the applicant should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetlands Delineations", under "Jurisdiction" on our website at the address below, and submit it to this office for verification. A list of consultants that prepare wetland delineations and permit application documents is also available on our website at the same location.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

2

Please refer to identification number SPK-2012-01206 in any correspondence concerning this project. If you have any questions, please contact me at the U.S. Army Corps of Engineers, Regulatory Division, California South Branch, 1325 J Street, Room 1350, Sacramento,

California 95814-2922, email *Mary.R.Pakenham-Walsh@usace.army.mil*, or telephone 916-557-7718. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx*.

Sincerely,

Mary R. Pakenham-Walsh

Mary R. Pakenham-Walsh
Senior Project Manager,
California South Branch

Response C

Thank you for your comments; they have been included in the final environmental document.

Response 1: A 404 Permit will be obtained prior to construction to address fill into Magpie Creek.

Response 2: A Preliminary Jurisdictional Delineation was submitted to Army Corps of Engineers on July 17, 2013 for approval from the Army Corps of Engineers. The environmental document also discusses a No-Build Alternative which would not replace the Rio Linda Boulevard Bridge. This alternative avoids all impacts to wetlands. Under the No-Build (No Project) Alternative, the functionally obsolete and structurally deficient bridge would not be replaced. Widening the bridge to current standards, including shoulders and provision for future addition of bicycle and pedestrian facilities, would not occur. The No-Build Alternative would not construct a new bridge over Magpie Creek and would keep the Main Avenue and Rio Linda Boulevard in its existing extreme skewed location. Main Avenue would remain outside the City's existing right of way. The No-Build Alternative does not meet the proposed project's purpose and need.

A preliminary alternative was considered that attempted to not realign Magpie Creek and is discussed on page 4 of the Initial Study. This option was eliminated from further consideration because; it would still have required a closed bottom culvert as well as grading at the channel.

Comment D

Claiborne Dukes (received via e-mail on June 25, 2013)

2523 J Street Suite 201
Sacramento, CA 95816
(916) 442-1168 Office
(916) 442-1186 Fax
www.aimconsultingco.com

From: Claiborne Dukes Jr [mailto:clay@goldstate.net]
Sent: Tuesday, June 25, 2013 10:19 AM
To: Ciara Zanze
Cc: awarren@cityofsacramento.org; 'Daniel Savala'
Subject: RE: City of Sacramento - Rio Linda Boulevard Bridge Replacement Project

Ciara,
On the east side of the bike trail, beginning at the south side of Magpie creek and going south for about a block is an area that was used as a dumping ground for large pieces of reinforced concrete. Is it possible to get the removal of all that debris done as a part of the bridge project? Access to the area, and the equipment to remove the debris would be there during the bridge project. Heavy equipment access to the area has been one of the big stumbling blocks to removal of the debris in the past. After removal of the debris a constant fire hazard would be taken care of because I can then mow the grasses in that area. I also can then plant or replant trees in the area. The removal of the debris would get rid of the biggest eyesore on the bike trail and add greatly to the beautification of the area.
Thank You,
Clay Dukes

1

From: Leo Lujan [mailto:leolujan@att.net]
Sent: Monday, June 24, 2013 12:32 PM
To: undisclosed recipients:
Subject: City of Sacramento - Rio Linda Boulevard Bridge Replacement Project

FYI
This meeting is at Robla Elementary School, 5:30 - 7:00 pm,
5200 Marysville, Blvd.
LL

2

Response D

Thank you for your comments; they have been included in the final environmental document.

Response 1: During project construction attempts will be made to remove some of the rock adjacent to the trail. Soil will be added to the area in order to allow for vegetation to more easily be planted adjacent to the bicycle trail. This will add to the beautification on the Northern Sacramento Bike Trail.

Comment E

Sacramento Area Bicycle Advocates (received via mail July 9, 2013)

SACRAMENTO AREA BICYCLE ADVOCATES

909 12th St, Ste. 116
Sacramento, CA 95814

sacbike.org
saba@sacbike.org
916 444-6600

July 9, 2013

Scott Johnson, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard
Sacramento, CA 95811-0218
srjohnson@cityofsacramento.org

Subject: Notice of Availability/Intent to Adopt- Mitigated Negative Declaration for the Rio Linda Boulevard Bridge Replacement Project (File No. T15095200)

Dear Mr. Johnson:

Thank you for the opportunity to comment on the subject Mitigated Negative Declaration (MND). This project will enhance bicycle access to the Northern Sacramento Bike Trail from Rio Linda Boulevard. The project's purposes are stated on Page 6 of the Initial Study. The 3rd purpose states that pedestrian and bicycle facilities will be improved by "adding a Class 2 bike lane on Rio Linda Boulevard through the intersection and providing connectivity with the Northern Sacramento Bike Trail." We request that this 3rd purpose be expanded to explicitly include "providing access from Main Avenue to the bike trail."

1

The project features shown on Figure 2 of the Initial Study show cross-walks extending across Rio Linda Boulevard from both sides of Main Avenue and paved ramps extending eastward from the cross-walks to the Northern Sacramento Bike Trail. Bicyclists entering or leaving the bike trail to connect to or from Main Avenue will use these ramps and cross-walks to cross Rio Linda Boulevard. Vehicle traffic exiting Main Avenue will make either left or right turns onto Rio Linda Boulevard across the cross-walks. Thus, the predominant bicycle movements from and to Main Avenue will conflict with the primary vehicle movements from Main Avenue during the same signal phase.

It is critical that pedestrians and bicyclists connecting to and from Main Avenue to the bike trail be given separate traffic signal phases from vehicles to avoid conflicts between turning vehicles from Main Avenue and pedestrians and bicyclists using the cross-walks. Because bicyclists will cross Rio Linda Boulevard much more rapidly than pedestrians, we recommend specific bicycle signal heads be provided to give bicyclists explicit permission to use the cross-walks at the same time as pedestrians (see http://nacto.org/cities-for-cycling/design-guide/bicycle-signals/bicycle-signal-heads/). It also may be beneficial to paint designated sections of the cross-walks for pedestrians and bicyclists to separate their use of the cross-walks.

2

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Sincerely,

Jordan Lang
Project Analyst

1

Response E

Thank you for your comments; they have been included in the final environmental document.

Response 1: Thank you for your comments. The request proposed was not added. There will be access to the Northern Sacramento Bike Trail from Main Avenue via a combined pedestrian/bicycle pushbutton crosswalk. This will allow for separate traffic signal phase for bicyclists and pedestrians from vehicles.

Response 2: There will be access to the Northern Sacramento Bike Trail from Main Avenue via a combine pedestrian/bicycle pushbutton crosswalk. This will allow for separate traffic signal phase for bicyclists and pedestrians from vehicles.

Comment F

Amy Kennedy at CDFW (received via e-mail July 12, 2013)

Scott Johnson

From: Carlene Grecco <cgrecco@dokkenengineering.com>
Sent: Friday, July 12, 2013 8:48 AM
To: Jesse Gothan
Cc: Matt Brogan; Namat Hosseinion; Aaron Silva; Scott Johnson
Subject: FW: Rio Linda Boulevard Bridge Replacement Project

FYI

From: Kennedy, Amy@Wildlife [mailto:Amy.Kennedy@wildlife.ca.gov]
Sent: Friday, July 12, 2013 8:47 AM
To: Carlene Grecco
Subject: RE: Rio Linda Boulevard Bridge Replacement Project

Carlene, I did receive the documents and had no comments.

Thanks

Amy Kennedy
Environmental Scientist
California Dept. of Fish and Wildlife-R2
1701 Nimbus Road. Rancho Cordova, CA 95670
916-358-2842 FAX 916-358-2912

From: Carlene Grecco [mailto:cgrecco@dokkenengineering.com]
Sent: Thursday, July 11, 2013 10:57 AM
To: Kennedy, Amy@Wildlife
Cc: JGothan@cityofsacramento.org; Namat Hosseinion; Matt Brogan; Scott Johnson; Aaron Silva
Subject: Rio Linda Boulevard Bridge Replacement Project

Hi Amy,

I wanted to follow up and see if you had received the Initial Study with Proposed Mitigated Negative Declaration for the Rio Linda Boulevard Bridge Replacement Project. The City of Sacramento sent a hard copy to you personally on June 13, 2013. Please let me know if you have any questions/comments or need any additional information. Thank you.

Carlene Grecco, M.S.
Environmental Planner
Dokken Engineering
110 Blue Ravine Road, Suite 200, Folsom, CA 95630
Phone: (916) 858-0642 - Fax: (916) 858-0643

1

Response F

Thank you for your comment; it has been included in the final environmental document.

Comment G

Central Valley Flood Protection Board (received via mail July 11, 2013)

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR
CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

July 11, 2013

Mr. Scott Johnson
City of Sacramento
300 Richards Blvd
Sacramento, California 95811

Subject: Rio Linda Boulevard Bridge Replacement Project
SCH Number: 2013062024
Document Type: Mitigated Negative Declaration

Dear Mr. Johnson:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to or within Magpie Creek, which is under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance, and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

1

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway. The project should include mitigation measures to avoid decreasing floodway channel capacity.

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location. 1

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at http://www.cvfpb.ca.gov/. Contact your local, federal and State agencies, as other permits may apply.

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways can be viewed on the Central Valley Flood Protection Board's website at http://gis.bam.water.ca.gov/bam/.

If you have any questions, please contact me by phone at (916) 574-0651, or via e-mail at jherota@water.ca.gov.

Sincerely,

James Herota
Staff Environmental Scientist
Projects and Environmental Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

Response G

Thank you for your comments; they have been included in the final environmental document.

Response 1: An encroachment permit application will be submitted to the Central Valley Flood Protection Board for approval prior to construction activities. A Revegetation Plan would be submitted to the Board for approval with the encroachment permit application.

The Magpie Creek realignment will be designed in such a way that encourages flows and prevents standing water encouraging proper flows. A Location Hydraulic Study has been prepared for the project to ensure proper hydraulic design. As discussed on page 66 of the Initial Study, changes in water surface elevation would be insignificant.

Comment H

Sacramento Yolo Mosquito and Vector Control District (received via mail June 17, 2013)

SACRAMENTO-YOLO
MOSQUITO
& VECTOR
CONTROL
DISTRICT

City of Sacramento
Community Development Department
300 Richards Blvd.
Sacramento, CA. 95811

17 June 2013

ATTN: Scott Johnson

Re: **Rio Linda Bridge Replacement**

The Sacramento-Yolo Mosquito and Vector Control District (District) appreciates the opportunity to review and comment on the Mitigated Negative Declaration for the Rio Linda Bridge Replacement Project. The District is providing the following comments and concerns relating to the proposed project.

General Comment: The Sacramento Yolo Mosquito and Abatement District mission is "To provide safe, effective and economical mosquito and vector control for Sacramento and Yolo counties". To accomplish this, we provide ongoing surveillance of mosquitoes and other vectors to determine the threat of disease transmission and lower annoyance levels. As a District we promote cooperation and communication with property owners, residents, social and political groups as well as other governmental agencies to help in these efforts. Our ultimate goal is to protect public health and welfare from diseases transmitted by mosquitoes such as West Nile virus, Western Equine Encephalitis, canine heartworm, malaria and others.

Comment: *Historically, the District monitors and treats for immature mosquitoes along this stretch of Magpie Creek and the existing freshwater marsh located east of the project.*

The District requests that during the Mitigated Negative Declaration (MND) process all impacts to the District's operations be addressed. Specifically we are asking that all mitigated, designed, and re-alignment of stream and creek corridors, wetlands, freshwater marshes etc. such as but not limited to the Magpie Creek realignment address any impacts to the District's mosquito control operations. The District's main issues of concern will be the hydrologic flow of water through the existing freshwater marsh west under the new bridge. Currently during wet conditions or pulse flows from irrigations or urban drool, the lack of hydrological flow allows water to stagnate under the existing bridge and the freshwater marsh.

1

Rational: If not properly constructed, managed or maintained, poorly designed and maintained facilities and systems may breed mosquitoes which can have an adverse effect on public health and welfare and may have a direct impact to local economies.

The District has developed and adopted a Mosquito Reducing Best Management Practices (BMP) Manual which can be downloaded from the District's website at: http://www.fightthebite.net/physical-control. Please review and implement the District's BMP's for design and maintenance guidelines of all proposed projects to reduce or prevent the breeding of mosquitoes.

Failure to address these issues and potential mosquito breeding sources during the planning and construction process may result in enforcement actions to the landowner after the project has been completed. The District has the authority to abate a public nuisance as defined in the California Health and Safety Code (HSC) Section § 2010 and may pursue enforcement actions pursuant to Sections § 2060 of the (HSC) which can involve civil fines of up to $1000/per day.

Should you have any questions or concerns please feel free to contact me.

Sincerely,

Kevin Combo
Ecological Management Department
Sacramento Yolo Mosquito and Vector Control District
kcombo@FightTheBite.net

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Response H

Thank you for your comments; they have been included in the final environmental document.

Response 1: The Rio Linda Boulevard Bridge Replacement Project will be designed in a way which would prevent standing water from occurring. The project would implement the Sacramento Yolo Mosquito and Vector Control District's Best Management Practices for design and maintenance guidelines to reduce or prevent the breeding of mosquitoes. The final project design will be completed to prevent or eliminate unnecessary standing water that stands for more than 72-96 hours during mosquito season which can start as easily as March and extend through October depending on weather.

Comment I

State Clearinghouse and Planning Unit (received via mail July 12, 2013)

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 15, 2013

Scott Johnson
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

Subject: Rio Linda Boulevard Bridge Replacement Project
SCH#: 2013062024

Dear Scott Johnson:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 12, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

1

Document Details Report
State Clearinghouse Data Base

SCH# 2013062024
Project Title Rio Linda Boulevard Bridge Replacement Project
Lead Agency Sacramento, City of

Type MND Mitigated Negative Declaration

Description The project consists of replacing the Rio Linda; realigning Magpie Creek to allow for realigning Main Ave within the City's existing right-of-way to intersect with Rio Linda Blvd at a right angle; constructing left and right turn lanes from Main Ave onto Rio Linda Blvd, new crosswalks, access to the Northern Sacramento Bike Trail, and installation of a traffic signal. One through lane will be provided in each direction along Rio Linda Blvd with an additional receiving lane to accommodate the required dual left turns from Main Ave.
The Rio Linda Blvd roadway profile will be raised slightly to provide the required hydraulic clearance.
The Rio Linda Blvd Bridge replacement will require the overhead utilities along Main Ave and Rio Linda Blvd to be relocated.

Lead Agency Contact

Name Scott Johnson
Agency City of Sacramento
Phone 916 808 5842 **Fax**
email
Address 300 Richards Blvd
City Sacramento **State** CA **Zip** 95811

Project Location

County Sacramento
City Sacramento
Region
Lat / Long 38° 39' 17.95" N / 121° 26' 51.89" W
Cross Streets Rio Linda Blvd and Main Ave
Parcel No. 23700400560, 2260240016
Township 9N **Range** 5E **Section** 10/11 **Base**

Proximity to:

Highways
Airports
Railways
Waterways Magpie Creek
Schools
Land Use Suburban, Suburban Neighborhood Low, and Parks and Recreation

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; California Highway Patrol; Caltrans, District 3 S; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission; Delta Stewardship Council

Date Received 06/12/2013 **Start of Review** 06/13/2013 **End of Review** 07/12/2013

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR

CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

RECEIVED
JUL 12 2013
STATE CLEARING HOUSE

July 11, 2013

Mr. Scott Johnson
City of Sacramento
300 Richards Blvd
Sacramento, California 95811

Subject: Rio Linda Boulevard Bridge Replacement Project
SCH Number: 2013062024
Document Type: Mitigated Negative Declaration

Dear Mr. Johnson:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located adjacent to or within Magpie Creek, which is under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance, and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River, the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);

- Existing structures that predate permitting, or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);

- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

2

The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway. The project should include mitigation measures to avoid decreasing floodway channel capacity.

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The project should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location. 2

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at http://www.cvfpb.ca.gov/. Contact your local, federal and State agencies, as other permits may apply.

The Board's jurisdiction, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways can be viewed on the Central Valley Flood Protection Board's website at http://gis.bam.water.ca.gov/bam/.

If you have any questions, please contact me by phone at (916) 574-0651, or via e-mail at jherota@water.ca.gov.

Sincerely,

James Herota
Staff Environmental Scientist
Projects and Environmental Branch

cc: √ Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

Response I

Thank you for your comments; they have been included in the final environmental document.

Response 1: Thank you for forwarding the comment.

Response 2: Please see response to Comment G.

Comment J

State Clearinghouse and Planning Unit (received via mail July 16, 2013)

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 16, 2013

Scott Johnson
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

Subject: Rio Linda Boulevard Bridge Replacement Project
SCH#: 2013062024

Dear Scott Johnson:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on July 12, 2013. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2013062024) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY EDMUND G. BROWN JR., GOVERNOR

CENTRAL VALLEY FLOOD PROTECTION BOARD
3310 El Camino Ave., Rm. 151
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-2380 FAX: (916) 574-0682

1 of 3
7/12/13
C

RECEIVED
JUL 16 2013
STATE CLEARING HOUSE

July 15, 2013

Mr. Scott Johnson
City of Sacramento
300 Richards Blvd
Sacramento, California 95811

Subject: Rio Linda Boulevard Bridge Replacement Project
SCH Number: 2013062024
Document Type: Mitigated Negative Declaration

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If you have any questions, please contact me by phone at (916) 574-0651, or via e-mail at jherota@water.ca.gov.

Sincerely,

James Herota
Staff Environmental Scientist
Projects and Environmental Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, California 95814

Response J

Thank you for your comments; they have been included in the final environmental document.

Response 1: Thank you for forwarding the comment.

Response 2: Please see response to Comment G.