

CHAPTER 2 TEXT CHANGES TO THE DRAFT EIR

INTRODUCTION

This chapter presents minor corrections, additions, and revisions made to the Draft EIR initiated by the Lead Agency (City of Sacramento), reviewing agencies, the public, and/or consultants based on their review. New text is indicated in underline and text to be deleted is reflected by ~~strikethrough~~, unless otherwise noted in the introduction preceding the text change. Text changes are presented in the section and page order in which they appear in the Draft EIR.

The changes made to the Draft EIR represent minor clarifications/amplifications of the analysis contained in the Draft EIR based on on-going review by City staff and/or consultant or applicant review and do not constitute significant new information that, in accordance with CEQA Guidelines Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

Attached to this chapter are new or revised figures and additional material to supplement the Draft EIR and appendices. A comment received from Sacramento County Environmental Management Department (see Letter 9) requested the Draft EIR be revised to remove the word 'former' to characterize the 28th Street Landfill and replace it with 'closed'. This change is reflected throughout the document.

Staff or Applicant Initiated Text Changes

The following documents are attached to the end of this chapter to augment information referenced in Chapter 3 of this FEIR.

- Evaluation of Proposed Half-Street Closure at 28th/B Street, Internal City Memorandum
- Caltrans Bridge Inspection Report of A Street Bridge

The following documents are included as appendices and can be found at the end of this Final EIR.

- Appendix B-1 CalEEMod Model Outputs for project operation
- Appendix C-1 Revised Health Risk Assessment
- Appendix L-1 Hazardous Materials/Landfill Documentation - A Street Alignment, Geophysical Investigation, Memorandum from Wood Rodgers (1/28/14); A Street Alignment, WMUA Landfill Extents Geophysical Investigation, Memorandum from Wood Rodgers (12/4/13); groundwater sampling results; updated 28th Street Landfill post-closure permit.

- Appendix M-1 Revised PUD Design Guidelines
- Appendix P MTP/SCS Consistency Analysis

Chapter 2, Project Description

Since publication of the Draft EIR, the project applicant has made minor changes to the project in response to City staff requests as well as input provided by the public. A summary of the changes made to the project are listed below and also reflected in text revisions to Chapter 2, Project Description of the Draft EIR.

Graphics showing the walking distances to surrounding amenities and services proximate to the project site are included as Figure 1, Bike/Walking Distances, Figure 2, Proximity to Adjacent Services. The new Parkside Flats home elevations are included as Figures 3 and 4 and Figure 5 shows the proposed project traffic calming devices. Draft EIR Figures 2-3, Conceptual Site Plan, 2-20, Site Connectivity, Figure 2-24, Proposed Off-Site Improvements and Figure 4.9-12, Project Access, have been revised and are included at the end of this chapter.

The project applicant has updated the home designs (provided in Figures 2-4 through 2-19 in the Draft EIR) in response to City staff input. All of the current home designs are available for review on the City's website <http://portal.cityofsacramento.org/Community-Development/Planning>.

- The number of housing units has increased from 328 to 336. This includes adding a new housing type, Parkside Flats, which includes 24 two-story attached units located around the Central Park.
- The number of Park Homes has decreased from 80 to 56 to accommodate the Parkside Flats housing type. The number of Cottage Green units increased to 90 and the number of Courtyard units has increased to 82.
- The overall project density has increased from 10.9 du/acre to 11.2 du/acre with these changes.
- New home plans have been added to the Courtyard and Commons plans along Streets 1 and 8 on the northern and southern boundaries of the site. In addition, setbacks for the Commons and Courtyard units in the middle of the project have been increased by up to 16 feet and 10 feet respectively for greater setback variation.
- The 10-foot wide sidewalk adjacent to the south side of A Street through the project site has been removed.
- The proposed bicycle/pedestrian underpass, if approved by Union Pacific Railroad and the appropriate government agencies, has been redesigned from a box design to an

arch design. In addition, LED lighting and cameras have been added to the underpass. In addition, LED lighting has been added to the 40th Street underpass to also provide a more pedestrian friendly environment.

- On-street parking has been removed and dedicated bike lanes added to 40th Street between C Street and A Street and from 28th Street to the A Street Bridge, with a transition at the approach to the bridge, as determined by the City and subject to approval by Caltrans.
- Fencing would be constructed along the north and south sides of A Street within the closed 28th Street Landfill. There will be a separated sidewalk, a small planting area and fencing on both sides of the street.
- The sidewalks under the 40th Street underpass have been widened from 5 feet to 6 feet.
- A community garden is included in the northeast corner of the project site on a portion of the proposed location where the future bike path would connect. Portions of the garden would be removed, modified, and/or rebuilt if this bike path connection is constructed.
- The portion of the southern detention basin (overflow basin that will retain water on an intermittent basis during the winter months) will be irrigated and landscaped to provide additional recreation and park space, subject to approval of the City's Department of Utilities.
- The Sacramento County Committee on School District Organization approved the territory transfer of the project site from the Twin Rivers Unified School District to the Sacramento City Unified School District on December 17, 2013 (Resolution CC-13-02).
- The project will include MERV 13 or equivalent filters on all residences within the project.

Specific text changes to the project description are included below. Note, changes to the number of residential units is a change reflected throughout the Draft EIR.

Page 2-1, 1st paragraph:

The McKinley Village Project (proposed project) consists of the construction and operation of a ~~328~~336-unit residential development, a neighborhood recreation center, parks, and associated infrastructure on an approximately 48.75-acre site within the East Sacramento Community Plan Area located in the City of Sacramento, California (City).

Page 2-8, 3rd paragraph:

The current project has ~~328~~336 residential units, a neighborhood recreation center which includes limited retail use, and parks, but does not include a church site or pre-school.

Page 2-8, 4th project objective:

- Provide a range of single family home and lot types, as well as attached condominium units.

Page 2-9, 1st paragraph:

The proposed project includes development of a ~~328~~336-unit residential neighborhood on an approximately 48.75-acre site (see Figure 2-3, Conceptual Site Plan). A variety of residences are proposed on different lot sizes. Second units or “granny flats” would be offered as an option on some of the home plans. The overall density of the proposed project is approximately ~~10~~1.92 residential units per acre. ~~The project is anticipated to generate a total population of approximately 656 new residents at buildout, based on the City’s persons per household rate of 2.0.~~ The project applicant commits to construct the project, as described below, with the caveat that continued engineering and design may result in changes and/or alterations that do not result in environmental impacts, affect mitigation measures or affect the project conditions of approval.

Page 2-9, 2nd paragraph:

The sound barrier would be set back approximately 15 feet from the freeway right-of-way (ROW) with landscaping provided on both sides of the barrier. The distance to the rear of the residences from the sound barrier would be 15 feet. Generally the distance to the rear of the residences located adjacent to the freeway would range from approximately 58 feet from the edge of pavement on the east up to 140 feet from the edge of pavement on the west due to the varying width of the Caltrans ROW.

Page 2-9, 3rd paragraph:

The project would include a variety of medium-density attached and detached residential building types, as shown on Figure 3-3, Existing Zoning. The buildings are proposed as ~~one and~~ two-story structures with an average building height of 25 feet with direct access to the garages, with some buildings designed to have living space over garages (granny flats), as shown on the illustrative building elevations in Figures 2-4 through 2-19.

Page 2-10, 1st paragraph:

Single family R residential units would range in size from approximately 1,300 sf with 3 bedrooms and 2.5 baths, to approximately 3,150 sf with 5 bedrooms and 4 baths, with sizes and square footages subject to adjustment due to final design and market considerations. Some of the units (Cottage Greens) include alleys with access to garages from the alleyway. All garages are designed to be accessible from an alley, are

set back from the street, or are accessible from the side of the building. None of the residences include garages that are the main focal point of the home. There are 24 two-story attached units (Parkside Flats) in four buildings that each contain 6 units located in the central portion of the site. These units range from approximately 1,500 to 2,400 square feet with 2 to 3 bedrooms and 2 bathrooms. These units (Parkside Flats) include alleys with access to garages from the alleyway.

Table 2-1 on page 2-10 is revised:

**Table 2-1
Land Use Summary**

Land Use	Net Acreage	Units
<i>Residential</i>		
Park Homes	<u>8.5</u> <u>6.3</u>	<u>80</u> <u>56</u>
Cottage Greens	<u>8.8</u> <u>2</u>	<u>83</u> <u>904</u>
Commons	<u>7.2</u> <u>6.8</u>	84
Courtyards	<u>6.4</u> <u>2</u>	824
<u>Parkside Flats</u>	<u>1.6</u>	<u>24</u>
<i>Subtotal</i>	<u>30.1</u> <u>29.9</u>	<u>328</u> <u>336</u>
Public Parks/Recreation	<u>2.5</u> <u>4</u>	
Private Recreation	1.0	
Landscaped Common Areas	<u>2.7</u> <u>9</u>	
Public Streets	<u>11.7</u> <u>12.0</u>	
Detention	.7	
Total	48.8	328336

Page 2-10, last paragraph:

The project is proposing a modified grid roadway layout with streets connecting throughout the site, similar to the existing neighborhoods to the south and west. Access to the project site would be provided from A Street and 28th Street to the west and the extension of 40th Street to the east (see Figure 2-3). The A Street Bridge ~~would~~ will be upgraded in order to be improved to provide vehicular, bicycle, and pedestrian access to the site. Improvements to the bridge will include ~~adding a sidewalk on the north side and new paving, striping and upgrading the guardrails.~~ Caltrans may consider other bridge designs, including a cantilever to provide additional pedestrian access on the north side, but any such approaches would require additional design and discussions with Caltrans. The bridge is owned and maintained by the ~~California Department of Transportation~~

~~(Caltrans)~~ and is routinely checked to ensure it is structurally sound. An inspection structural review of the bridge was conducted by Caltrans in March 2011, and the review concluded the bridge is structurally sound (Caltrans 2011).

Page 2-45, 1st paragraph:

A Street would continue through the project site as the main road connecting to 40th Street on the north side of the UPRR embankment. ~~A 10-foot-wide sidewalk is proposed adjacent to the south side of A Street through the project site.~~ A second vehicle access is proposed in the eastern portion of the site through the extension of 40th Street through the Cannery Business Park site connecting to C Street between 40th Street and Tivoli Way. This connection would require an underpass to be constructed under the UPRR embankment. A pedestrian/bicycle underpass is also proposed under the UPRR embankment connecting to the northern terminus of Alhambra Boulevard, in the southwestern portion of the site. Dedicated on-street bicycle lanes would be provided along 40th Street between C Street and A Street with no on street parking permitted. Dedicated on-street bicycle lanes, with no parking permitted, would also be provided from 28th Street to the A Street Bridge, with a transition at the approach to the bridge, as determined by the City with approval by Caltrans.

Page 2-46, 2nd paragraph:

The 40th Street vehicle underpass would be approximately 107 feet wide, 16 feet high, and 148 feet long, and would accommodate two lanes of traffic along with access for bikes and sidewalks on both sides of the road. The sidewalks would be 6-feet wide to accommodate pedestrians. Energy efficient LED Lighting would be provided and would adhere to the City's standards for minimum lighting intensity for pedestrians, bicycles, and safety...

Page 2-45, 3rd paragraph:

The Alhambra pedestrian and bike underpass would be constructed under the existing UPRR raised embankment at the northerly end of Alhambra Boulevard, if approved by UPRR and the appropriate government agencies. The underpass would provide pedestrian and bicycle access between Alhambra Boulevard and the project site. While public vehicle access would be prohibited, the underpass must provide a minimum width of 12 feet to accommodate City maintenance vehicles for maintenance activities. Removable traffic control devices or an alternative design would prohibit vehicles from traveling through the underpass but would allow access for designated City maintenance vehicles. The length of the underpass is roughly 125.5 feet long and is controlled by the width of the existing railroad embankment and accommodation of future planned railroad

tracks and railroad maintenance roads. LED lighting and cameras at both ends of the underpass have been added to provide a more pedestrian-friendly environment. Lighting would be provided and would adhere to the City's standards for minimum lighting intensity for pedestrians, bicycles, and safety.

The project also includes a variety of traffic calming measures including bulb outs, chokers, ~~split medians~~, and traffic circles, as described in greater detail in Section 4.9, Transportation and Circulation.

Page 2-49, 2nd paragraph:

The proposed project includes ~~three-five~~ parks (three main parks and two pocket parks) that total approximately 2.45 acres, ~~and~~ an approximately 1-acre neighborhood recreation center and outdoor pool facilities in the center of the project site (see Figure 2-3), and landscaped common areas throughout the project. A community garden is proposed in the northeast corner of the project site near the location of the proposed future bikeway connection. If the connection to the bikeway is constructed a portion of the community garden would be removed, modified and/or rebuilt. The recreation center would be privately run and maintained by an HOA. The recreation center may include up to 2,000 sf of retail space that could be used for a café, restaurant, shop or other retail use that would be open to the public. Figures 2-21 and 2-22 show the proposed building elevations. The hours of operation of the recreation center and the pool are currently anticipated to be from 5:30 a.m. to 11:00 p.m. The parks would be connected to the adjacent residential uses via the surrounding roadway network that would include separated sidewalks and access for bikes along area roadways. ~~A 10-foot-wide sidewalk is proposed adjacent to the south side of A Street through the project site.~~ The project includes landscaped public spaces with a current plan to include art in public places and street furniture for residents and visitors. The parks would be constructed by the project applicant and would be maintained by the City's Parks Department and/or the HOA pursuant to a funding and maintenance plan approved by the City. The project meets the City's Quimby Act parkland dedication requirement and the City's Quimby Act Ordinance through dedication, payment of in-lieu fees and the provision of proposed on-site parks and a one or more private recreation facilities agreements that provides partial dedication credit for the recreation center, community pool and community garden ~~potentially other facilities which qualify for credit.~~

Page 2-49, 3rd paragraph:

The project's proposed landscaping plan includes over 2,000 trees throughout the site, including street trees along all project roadways and alleys consistent with City requirements and adjacent residential neighborhoods. A mix of evergreen ~~deciduous~~, and coniferous trees (e.g., redwood, pine, cedar, and cypress) are proposed in the landscaped buffer areas adjacent to the freeway and UPRR ROW in consultation with the City arborist. Separated sidewalks are included along most roadways.

Page 2-50, 2nd paragraph:

Two groundwater monitoring wells and six soil gas probes located along the northern portion of the project site used for post-closure monitoring of the 28th Street Landfill would be relocated as part of the project within the western and northern perimeter of the project site on land owned by the HOA or a public agency or under easement to the HOA or public agency. In addition, the project applicant is proposing to include two additional soil gas probes for a total of eight probes.

Page 2-55, 2nd paragraph:

Storm drain flows would be pumped to Sump 99 via a proposed force main following ~~either the new 40th Street extension and C Street or Lanatt and C Street.~~

Page 2-57, 1st paragraph:

The proposed project would include a rezone of the project site from Heavy Industrial (M-2) to Single-Family Alternative Planned Unit Development (R-1A PUD and R-2A PUD for the condominiums) and Residential Mixed Use (RMX) for the recreation center. The R-1A PUD allows for maximum densities of 15 dwelling units per net acre. The R-2A PUD allows a maximum density of 17 dwelling units per acre.

Page 2-58, after the 1st paragraph:

To construct the 40th Street underpass a temporary track realignment or shoofly will be required to keep the railroad tracks accessible during construction of the underpass. The earthwork material required for the shoofly embankment (19,000 cubic yards) will be generated from the project site and no soil would be imported. The soils will be replaced within the project site when the shoofly is no longer required. The shoofly embankment grading is expected to occur concurrently with project site grading. The shoofly embankment placement will be in place for approximately fourteen months.

Page 2-58, 3rd paragraph:

The off-site improvements include improving 1,200 feet of A Street from the intersection with 28th Street, through to the ~~former~~ closed 28th Street Landfill, to the project site to meet current City roadway standards. A roadway extending east from the intersection of 28th Street and A Street through the Landfill site and over the Capital City Freeway is currently contemplated in the City's 2030 General Plan as part of the Sutter's Landing Parkway Extension, and in the Sutter's Landing Regional Park Master Plan. The project is proposing to improve the A Street Bridge over the Capital City Freeway by including new paving, striping a sidewalk on the north side and upgrading the guardrails. Caltrans may consider other bridge designs, including a cantilever to provide additional pedestrian access on the north side, but any such approaches would require additional design and discussions with Caltrans.

Such actions to achieve these standards may include excavation, import of engineered fill or soil, compaction, and or installation of an engineered cover meeting the requirements of the LEA and CVRWQCB, as appropriate. The project also includes additional signage and measures, such as barriers, to ensure the security of the ~~former~~ closed 28th Landfill and protection of the public are also anticipated.

Page 2-63, 1st paragraph:

The project also includes fencing and landscaping on both sides of the roadway in compliance with current landfill regulations. Additional signage and measures, such as barriers, to ensure the security of the ~~former~~ closed 28th Landfill and protection of the public are also anticipated.

Page 2-64, 2nd paragraph:

However, the proposed 40th Street underpass, as well as the bicycle/pedestrian underpass if approved by UPRR and the appropriate government agencies, have been designed at UP's request to accommodate future expansion of the UPRR/CCJPA tracks with the proposed CCJPA track being closest to the project site.

Page 2-64 under Required Discretionary Actions:

- **Certification of the EIR and adoption of the Mitigation Monitoring Plan.** Before the City can approve the proposed project, it must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento. Approval of the EIR also requires adoption of a Mitigation Monitoring Program (MMP), which specifies the methods for monitoring mitigation measures

required to eliminate or reduce the project's significant effects on the environment. The City would also be required to adopt Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval. Because this EIR did not identify any significant and unavoidable impacts, the City need not prepare a Statement of Overriding Considerations.

- **Development Agreement.** The project includes a development agreement which would identify specific conditions the project applicant must meet.
- **General Plan Amendment.** The project requires redesignating the site from Planned Development to Traditional Neighborhood Medium Density (8–21 dwelling units per acre (du/ac)).
- **Rezone.** The project would require a rezone from Heavy Industrial (M-2) to Single-Family Alternative Unit or Duplex Dwelling Planned Unit Development (R-1A PUD) and Single-Family Alternative Planned Unit Development (R-1A PUD) zone, Multi-Unit Dwelling (R-2A PUD), and Residential Mixed Use (RMX) zone.
- **Establishment of the McKinley Village Planned Unit Development (PUD) Guidelines and Schematic Plan.** The project will require approval of a PUD designation. A PUD controls the development of land with specific regulations related to design. The purpose of a PUD is to provide greater flexibility in the design or development standards of integrated developments than is otherwise possible through strict application of zoning regulations. PUDs can include all or a portion of a residential neighborhood, an employment center, or a mixed residential/employment development.
- **Bikeway Master Plan Amendment.** The project would require an amendment to the City's Bikeway Master Plan to incorporate the bikeway network for the McKinley Village project.
- **~~Large Lot Large Lot Tentative Subdivision Subdivision~~ Master Parcel Map.** The applicant is seeking approval of a ~~large lot subdivision~~ master parcel map to subdivide the 48.75-acre site into eleven large lot parcels.
- **~~Tentative Subdivision Tentative Map.~~** The applicant is seeking approval ~~of a tentative subdivision map for the entire project~~ to subdivide the site for a residential subdivision, park, and recreation center comprised of 384 parcels on 48.8± acres.
- **Subdivision Modifications.** ~~A s~~Subdivision modifications ~~is~~ are required to allow nonstandard street sections and alleys that are approved through the PUD process.
- **Site Plan and Design Review.** The project requires site plan and design review of the proposed residential units and recreation center.
- **Driveway Variances.** The project would require a driveway variance to reduce the width of the proposed driveways from 24 feet to 20 feet for all proposed T-court driveways.

Page 2-67, last paragraph:

Appeals may be filed with the State Board of Education which will act as the final arbiter in the event of an appeal. The Sacramento County Committee on School District Organization granted the territory transfer on December 17, 2013 (Resolution CC-13-02).

Section 4.1, Air Quality and Climate Change

Table 4.1-3 under fine particulate matter on page 4.1-7 is revised.

<i>Fine Particulate Matter (PM_{2.5})</i>							
Maximum 24-hour conc. (federal method)	Sacramento-Health Dept. Stockton Blvd.	35 mg/m ³	64.8	42.4	29.0	50.7	29.0
Annual concentration (state method)		12 mg/m ³	64.8 12.2	42.4 9.6	29.0 7.8	50.7 10.1	29.0 8.2
Annual concentration (federal method)		15.0 mg/m ³	12.1	9.5	7.8	10.0	8.2

Page 4.1-33, 1st paragraph:

In accordance with General Plan Policy ER 6.1.5 and Policy ER 6.1.6 as well as NOP commenters asking to evaluate the potential health effects on sensitive receptors, a Health Risk Assessment (HRA) was prepared for the project.

Table 4.1-9 on page 4.1-43 has been updated to reflect air quality modeling done to account for the additional 8 residential units. The new modeling shows the project is still below the thresholds for ROG and NO_x so the operational impact remains less than significant. Construction emissions would essentially the same so construction emissions were not re-modeled.

**Table 4.1-9
Operational ROG and NOx Emissions (pounds per day)**

Source	ROG Emissions		NO _x Emissions	
	<i>Unmitigated</i>	<i>Mitigated</i>	<i>Unmitigated</i>	<i>Mitigated</i>
<i>Summer</i>				
Area – excluding consumer products	10.99	10.99	0.36	0.36
Consumer Products	13.03	13.03	-	-

**Table 4.1-9
Operational ROG and NOx Emissions (pounds per day)**

Source	ROG Emissions		NO _x Emissions	
	<i>Unmitigated</i>	<i>Mitigated</i>	<i>Unmitigated</i>	<i>Mitigated</i>
Energy	0.31	0.19	2.66	1.63
Mobile	36.19	34.23	33.56	31.74
Total Summer	60.52	58.44	36.58	33.73
<i>Winter</i>				
Area – excluding consumer products	10.99	10.99	0.36	0.36
Consumer Products	43.03 <u>13.30</u>	43.03 <u>13.30</u>	-	-
Energy	0.34 <u>0.32</u>	0.23 <u>0.20</u>	2.66	1.96
Mobile	39.46 <u>39.82</u>	37.24 <u>37.53</u>	37.69	35.62
Total	63.79 <u>64.43</u>	61.42 <u>62.02</u>	40.71	37.61

Source: Dudek 2013.

Page 4.1-47, last paragraph:

As noted above, the SMAQMD developed the Roadway Protocol to evaluate cancer risk due to DPM emissions from vehicles traveling on a high-traffic roadway close to a proposed project site and to provide a screening approach that would not involve complex analysis for many projects. As noted in Section 4.1.3 above, using the screening table in the Roadway Protocol, the estimated cancer risk due to DPM emissions from the Capital City Freeway would be 200 in 1 million, which is less than the SMAQMD evaluation criterion.

Page 4.1-48, 2nd paragraph:

Based on the results of the dispersion model and health effect calculations that convert the modeled concentrations to cancer risk, it was determined that residents in nearly all of the project site would be exposed to a cancer risk of approximately 80 in 1 million or less with a maximum of approximately 120 in 1 million under a 70-year exposure scenario, one residence, which would be closest to the freeway and the UPRR tracks at the eastern end of the proposed project, would be exposed to a cancer risk of approximately 120 in 1 million under a 70-year exposure scenario, which is less than SMAQMD's evaluation criterion of 276 in 1 million. ~~As shown in Figure 4.1-1, Modeled Cancer Risk Due to DPM Emissions residents in nearly all of the project site, would be exposed to a lower cancer risk of approximately 80 in 1 million or less. In addition, the~~

HRA estimated the “cancer burden” among residents of the proposed project due to DPM emissions from trucks and locomotives. Unlike cancer risk, which is the lifetime *probability* (chances) of an individual developing cancer due to exposure to a carcinogenic compound, cancer burden uses the cancer risk estimates to compute the estimated number of theoretical cancer cases in a defined population resulting from a lifetime exposure to carcinogenic TACs. As reported in the HRA, the ~~nominal maximum estimated~~ cancer risk ~~over the project site~~ of approximately ~~80~~120 in 1 million was multiplied by the project population of 656 persons to give a cancer burden of 0.058.

Page 4.1-51, 1st paragraph:

The HRA indicates that future residents would not be subject to a substantial increase in lifetime cancer risk as a result of exposure to TACs from mobile sources ~~based on the SMAQMD guidance~~. It is important to note that all residents of the City and County are exposed to some risk of cancer due to DPM just by virtue of living in an urban environment.

Section 4.2, Biological Resources

Page 4.2-20, 3rd paragraph:

A subsequent survey by Foothill Associates in February 2013, confirmed the presence of the four shrubs, and also identified regrowth at the prior locations of Shrubs 1 and 11. Stem counts conducted in February 2013 identified a total 100 stems of 1 inch or greater at five shrubs (shrubs 2,3,4,6, and 11). Note that the a stem count was not made for the sixth shrub, the re-occurrence at Group 1, as it occurs partially on the project site and partially within the UPRR and California Department of Transportation (Caltrans) ROW and would be avoided by the project. ~~would not be affected by the proposed project~~ Project construction would avoid Shrubs 1 and 2, thereby reducing the number of potentially affected stems to 66. The stem counts for each location are shown in Table 4.2-4. The required VELB habitat credits were purchased from a USFWS approved conservation bank (the Sacramento River Ranch Conservation Bank) on January 29, 2014 and the affected elderberry bushes were transplanted to such conservation bank on February 13, 2014 in accordance with mitigation measure 4.2-1(c).

The notes section in Table 4.2-4 on page 4.2-20 is revised:

**Table 4.2-4
Elderberry Shrubs, Existing Conditions**

Group	Stem Class			Exit Holes?
	1-inch–3-inch ¹	3-inch–5-inch	>5-inch	
1 ¹	-	-	-	-
2 ²	34	0	0	N
3	10	3	2	Y
4	4	1	1	N
6	15	11	10	Y
11 ³	9	0	0	N
<i>Subtotal</i>	<i>72</i>	<i>15</i>	<i>13</i>	
Total Affected		66		

Source: Foothills Associates 2013

Notes:

¹ Regrowth identified at shrub 1 but not quantified because it ~~is on UPRR land~~ would be avoided by the project and would not be affected.

² Group 2 would be avoided by proposed project, and is not included in the Total Affected.

³ New occurrence near the location of Group 11.

Page 4.2-33, 2nd paragraph:

The potential impact to nesting Swainson's hawks, should active Swainson's hawk nests occur within trees on or immediately adjacent to the site or off-site improvement areas prior to development, as well as the loss of approximately 501.5 acres of foraging habitat (includes both on and off site) potentially used by nearby active nests known to occur in the project vicinity, is considered a **significant impact**.

Page 4.2-33, last paragraph and page 4.2-34, first paragraph:

Regrowth was identified at Shrub 1, but not quantified because at the time of the survey it was determined the shrub was ~~it is~~ located on UPRR land, outside of the project site, and was to be avoided by the project. Stem counts conducted in February 2013 identified a total 100 stems of one inch or greater at the five shrubs (shrubs 2,3,4,6, and 11). A survey conducted on November 25, 2013, determined Shrub 1 was located partially on the project site and partially within the UPRR and Caltrans right-of-way. Project construction would avoid Shrub 1 and 2 by implementing a 100-foot construction setback, and a 20-foot permanent setback (from the development footprint), reducing the number of potentially affected stems to 66. In addition, the required VELB habitat credits were purchased from a USFWS approved conservation bank (the Sacramento River

Ranch Conservation Bank) on January 29, 2014 and the affected elderberry bushes were transplanted to such conservation bank on February 13, 2014 in accordance with mitigation measure 4.2-1(c).

Mitigation Measure 4.2-1(b) on page 4.2-36 is revised:

4.2-1(b) Prior to the issuance of grading permits, the project applicant shall provide the City with evidence that the applicant has compensated for the loss of Swainson's hawk foraging habitat. Compensation shall provide suitable foraging habitat and shall be consistent with guidance provided in the 1994 *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California* (CDFG 1994). Suitable foraging habitat includes fallow land, alfalfa or other low growing crops, as defined in CDFG 1994 and Estep ~~1989~~ 2007.

Consistent with the 1994 CDFG staff report, habitat shall be provided at the ratio of 1:1 (mitigation: impact). The habitat provided shall be of equal or greater quality than that lost as a result of the proposed project which includes the extension of A Street and 40th Street. A detailed description of the location and boundaries and a copy of the proposed easements to be maintained and managed as Swainson's hawk foraging habitat shall be provided by the project applicant. The project applicant shall coordinate with the City's Environmental Services Department to ensure the land meets the City's requirements as well as current California Department of Fish and Wildlife (CDFW) criteria.

The project applicant shall record one or more conservation easements consistent with the above standards. The conservation easement(s) shall be executed by the project applicant and a conservation operator and shall satisfy the requirements of applicable state law. The conservation easement(s) shall be reviewed by CDFW prior to the recordation. The conservation easements shall prohibit planting or maintenance of vineyards or orchards, corn, rice, or safflower and other crops inconsistent with the foraging value of the project area.

The project applicant shall comply with and complete the above requirements, including City review and approval of ~~also obtain approval by the City and CDFW for its~~ and prepare a Swainson's hawk habitat management and monitoring plan in consultation with the California Department of Fish and Wildlife for submittal to the City for approval prior to the issuance of grading permits. The plan shall address, at a minimum, the following: crops and/or habitat types that will be planted and managed on the parcel; rotation and harvest schedule if crops are planted; and monitoring that will occur to ensure that the parcel is managed as Swainson's

~~hawk habitat and to report on the extent to which Swainson's hawks are utilizing the parcel as foraging habitat. The plan operator shall prepare and submit a report to the Director, Community Development Department, City of Sacramento regarding habitat and operations of the mitigation site on an annual basis.~~

Table 4.2-5 on page 4.2-40 is replaced with the following table:

**Table 4.2-5
Approved Elderberry Mitigation Ratios**

Stem Size	Exit Holes	Stem Count	Ratio	Assoc. Native Ratio	Plantings No. of Seedlings	Plantings No. of Assoc. Natives
≥1" and <3"	No	13	1:1	1:1	13	13
≥3" and <5"	No	1	2:1	1:1	2	2
≥ 5"	No	1	3:1	1:1	3	3
≥1" and <3"	Yes	25	2:1	2:1	50	100
≥3" and <5"	Yes	14	4:1	2:1	56	112
≥ 5"	Yes	12	6:1	2:1	72	144
		66			196	374

Page 4.2-40, paragraph below Table 4.2-5:

Formal consultation with USFWS identified 87 stems potentially impacted. Based on existing conditions, 66 stems would be affected by the proposed project. Therefore, it is not necessary to re-initiate formal consultation with USFWS. Using the mitigation ratios indicated in the Biological Opinion, 196 elderberry seedlings (40 57 habitat bank credits) would be required. The required VELB habitat credits were purchased from a USFWS approved conservation bank (the Sacramento River Ranch Conservation Bank) on January 29, 2014 and the affected elderberry bushes were transplanted to such conservation bank on February 13, 2014 in accordance with mitigation measure 4.2-1(c).

Section 4.4, Hazards and Public Safety

Page 4.4-39, 4th paragraph:

The CVRWQCB and the County, in its capacity as the LEA, shall also approve the relocation of the subject groundwater wells and soil gas probes, as part of the project with concurrence by CalRecycle.

Page 4.4-41, 2nd full paragraph under Impact 4.4-2:

Further, should solid waste be determined to be located beneath the road alignment that connects the A Street Bridge to 28th Street, ~~both the LEA and the CVRWQCB landfill operator~~ may be required to make modifications to the Postclosure Land Use Plan, the Closure/Postclosure Maintenance Plan and the Postclosure Maintenance and Corrective Action Order, respectively.

Page 4.4-50, references:

~~CalRecycle~~Sacramento County, 2013a. Closed Disposal Site Inspection Report (188) for the Sacramento City Landfill located at 28th and A Streets, Sacramento, 95816, July 11, 2013.

~~CalRecycle~~Sacramento County, 2013b. Closed Disposal Site Inspection Report (188) for the Sacramento City Landfill located at 28th and A Streets, Sacramento, 95816, July 26, 2013.

Section 4.5, Hydrology, Water Quality and Drainage

Page 4.5-18, 1st paragraph:

As discussed in Section 4.4, Hazards and Public Safety, ~~Since~~ the inorganic compound concentrations (i.e., total dissolved suspended solids, sulfate, chloride, etc.) have remained relatively stable since post closure monitoring was initiated ~~during each sampling event since;~~ based on this trend, it does not appear that leachate from the closed 28th Street Landfill has significantly impacted groundwater at the project site.

Page 4.5-29, 4th paragraph:

If eventually constructed, ~~This~~ sewer detention project would ~~be adjacent to the proposed project site, but~~ consist of a large diameter pipeline (about 10 feet wide) located underground, beneath the portions of the A Street access drive and detention ponds, within City-owned on the project site or on property that the project applicant shall acquire in fee or through the purchase of property rights. The Combined Sewer Detention Project is a compatible use that would not affect the capacity of the on-site detention ponds. ~~And~~ if the City decides to pursue the project, it would undergo a separate environmental review process. The project applicant will make an Irrevocable Offer of Dedication (within the aforementioned area) for those lands necessary for the City to construct the Combined Sewer Detention Project.

Page 4.5-31, 2nd paragraph:

The drainage system would include two detention basins with a total volume of approximately ~~8~~10 acre-feet and a pump station with a ~~10~~two 5 cubic feet per second (cfs) pumps ~~capacity~~ which would convey water to the City's existing Sump 99 through a newly constructed force main (Figure 4.5-4). A third 5 cfs pump would be included as a backup. Prior to installation of the drainage system, groundwater would be the primary receiving water body, since the site is an internally closed basin. The detention basins and force main to Sump 99 would be completed in the first phase of construction. ~~As the phases of construction proceed,~~ at which point stormwater runoff would eventually be collected and discharged into the American River from Sump 99.

Page 4.5-32, 3rd paragraph:

Due to shallow groundwater levels in the vicinity of the project site, trenching and excavation activities associated with construction of the proposed project could reach a depth that would expose the water table, which would require dewatering of excavation sites. This could create a direct path for contaminants in groundwater, if present, to enter the ~~groundwater~~ surface water system.

Page 4.5-35, 1st paragraph:

The north basin would vary in elevation from ~~409.5 to 43.5~~17.0 feet AMSL ~~and the at the bottom of the basin, and adjacent grades would vary from elevation 16.8 to 25 feet AMSL~~ south basin would vary in elevation from 13.7 to ~~45~~20.0 feet AMSL at the bottom of the basin ~~with adjacent grades ranging from 22.2 to 22.5 feet AMSL~~. The underground pump station would be between 10 and 15 feet deep, and the sewage detention tank would be ~~132~~ feet deep (Wood Rodgers. 2013a, 2013b; Appendix J).

Page 4.5-38, 1st paragraph:

The detention basins would have the ability to retain approximately ~~8~~10 acre-feet of stormwater runoff, which is sufficient to capture runoff from the site for the 100-year peak flow event.

Page 4.5-38, 2nd and 3rd paragraphs and page 4.5-39, 2nd and 3rd paragraphs:

The pre- and post-project watershed area would be the same, and stormwater would flow in the same general direction (to the west). Instead of ponding on-site, stormwater would be directed through a force main to Sump 99 and eventually discharged into the American River. During peak periods of rainfall, the force main would be closed and

stormwater would accumulate in the detention ponds, so as to avoid a reducing the available capacity of Sump 99. The project would also increase the amount of impervious surfaces by approximately 42 acres due to rooftops, driveways, sidewalks, and streets. [...]

The project applicant ~~has developed~~ is in the process of developing detailed on-site drainage designs and is including Low Impact Development (LID) applications to implement runoff reduction measures based on the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Appendix J Wood Rogers 2013a; Sacramento Stormwater Quality Partnership 2007). The Draft Drainage Study preliminary plans calls for LID runoff reduction features in the “T-Court” driveways, seven open space parcels to include stormwater planters, and three park sites which would be designed to collect local stormwater and drain to depressed on-site locations. [...] As the proposed project and subdivision maps proceed to final design, the Applicant will continue to refine LID measures to be in compliance with City standards.

Overall, the proposed project would have a low potential to substantially degrade water quality due to the type of development being proposed (i.e., residential as opposed to industrial or service commercial), the existing drainage characteristics (i.e., low slopes and low potential for excess erosion and sedimentation), and the LID features being proposed as part of the project that are consistent with implementation the City's SQIP. [...]

~~Although Detailed~~ design of lot-level LID measures are provided in Appendix J and are in compliance currently in development and have not been finalized to date, the project applicant ~~would be required to comply with the City Stormwater Management and Discharge Control Code (Ord. 2004-042 Section 1; Ord. 98-007 Section 1), Grading and Erosion and Sediment Control Ordinance No. 93-068, and must implement BMPs to the maximum extent practicable, as outlined in guidance within the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.~~

Page 4.5-40, 3rd and 4th paragraphs:

Currently there are no existing sewer facilities within the project site. Dewatering discharges to the City's CSS during construction are not anticipated because the initial phases of construction, including utilities, would occur during the dry season (May through November) and because dewatering discharges, if needed, would most likely be made to another part of the site (i.e., infiltrated and evaporated). In the unlikely event that dewatering discharges would need to be directed to the CSS, such an action would require approval from the City, either through a Memorandum of Understanding (MOU) for long-term discharges or submittal and approval of a dewatering plan, as discussed in

Impact 4.5-1. In either case, the submittal would specify the type of groundwater discharge, flow rates, and discharge system design, among other elements. The City would monitor and place restrictions on discharging to the CSS in peak wet weather flows. Construction-related discharges to the CSS, if required, would be short term and would become unnecessary as soon and the site's stormwater drainage system is completed. For these reasons, short-term construction site dewatering activities would not contribute to peak wet weather flows in the City's CSS.

When the approximately 48.75-acre site is developed, it would produce approximately ~~33328~~ Equivalent Single-Family Dwellings and according to the Sewer Master Plan Preliminary Sewer Plan prepared for the proposed project (Wood Rodgers 2013~~ba~~), the project site would have a Peak Wet Weather Flow of 0.313 mgd. [...]

[...] This is equivalent to ~~7,5556,300~~ cubic feet of detention, which would require a tank that is 23 feet wide by 23 feet long and 12 feet deep (or similar dimensions yielding at least ~~7,5556,300~~ cubic feet of storage). [...] Instead, excess flows would be detained on site in the ~~7,5556,300~~ cubic feet (minimum) sewage detention tank. Assuming the pipes are flowing half full, there is an additional volume of approximately ~~3038,000~~ gallons of available storage within the pipes and manholes that could be utilized during large storm events.

Page 4.5-47, 1st and 2nd paragraphs:

The project's proposed drainage collection infrastructure would include a drainage pump station that would be constructed adjacent to the proposed ~~810~~ acre-foot detention basins. The two detention basins would be located on the western end of the project site—one north of the A Street entrance and one south of it. Both detention basins would function as one large basin during peak runoff periods, because both would be connected by a 2-foot pipe culvert beneath the A Street entrance to the site. The detention basins would be located partially on City-owned property (the project applicant shall acquire in fee or through the purchase of property rights); the project applicant and the City are formalizing an agreement to allow use of part of the project property for the purpose of stormwater detention. [...] To minimize any impact to the existing off-site watershed (see Figure 4.5-4), a flap gate would be installed in the force main between the proposed on-site pump station and Sump 99. The intent of the flap gate is to halt stormwater flow from the project site to Sump 99 during times when off-site stormwater flows are high and Sump 99 is near or at its design capacity. Specifically, when the stage (i.e., water level) within Sump 99 reaches 13 feet, the flap gate will close and on-site runoff would begin to accumulate within the detention basin (see Appendix J). The proposed on-site basin volume is designed to accommodate discharge from the proposed site for ~~an extended duration~~ the duration that

water levels within Sump 99 would remain above 13 feet under a 10-year 24-hour, 100-year 24-hour and 100-year 10-day storm event.

According to the project applicant's engineer, the 810 acre-feet of detention is sufficient to accommodate a 100-year, 24-hour storm (~~Appendix J Wood Rogers 20113a~~). The City of Sacramento indicated that Sump 99 needed to be modified to include an electrical upgrade project (~~Wood Rogers 2013a~~). The on-site pump station is expected to have a capacity of approximately two 5 cfs pumps for a total capacity of 10~~8~~ cfs; a third pump would also be installed to serve as a backup. Under normal conditions, drainage from the site would be pumped to the existing Sump Station 99 (storm drainage pump station) located southeast of the project site at the northeast corner of Lanatt Street and C Street/Elvas Avenue. The additional flows from the project site are not expected to require capacity upgrades to the existing Sump 99. ~~However, the City plans to modify Sump 99. However, the City plans to modify Sump 99 (the project proposes to provide funding to the City for such modifications, if required by the City) to include backup power and telemetry for monitoring the pump system during storm events, to the extent that the City has not already undertaken such modification. (or providing funding to the City for such modifications) to include backup power and telemetry for monitoring the pump system during storm events, to the extent that the City has not already undertaken such modification.~~

Page 4.5-48, paragraph under Impact 4.5-7:

Furthermore, the project applicant has committed to implement runoff reduction LID measures, which are designed to promote retention and eventual infiltration of stormwater runoff into the groundwater infiltration table. Finally, there would also be no indirect effect on groundwater supplies because as described in Section 4.8, Public Utilities, water to be supplied to the project would be from current entitlements from the Sacramento and American Rivers (not from groundwater). For these reasons the impact of the project on groundwater supplies and recharge would be **less than significant.**

Page 4.5-52, last reference:

Wood Rodgers, 2013b. ~~Sewer Master Plan Technical Memorandum Preliminary Sewer Plan for the McKinley Village.~~ Prepared for Encore McKinley Village LLC. ~~September 3~~June 20, 2013.

Section 4.7, Public Services and Recreation

Page 4.7-25, last sentence in the paragraph under the header Parks and Recreation:

For single-family residential units, the factor of .0135 is used as a constant which, when multiplied by the number of dwelling units proposed, produces 5 acres of parkland per 1,000 population. For multi-family units a factor of 0.0105 is used. Thus, for the proposed project with ~~328~~ 312 single family units and 24 multifamily units, the required parkland dedication would be 4.4364 acres.

The text in the first paragraph on page 4.7-26 is revised to reflect the SPD's correct unofficial staffing ratio.

Based on the SPD's unofficial staffing goal of 2.5 sworn officers per 1,000 residents and 1 civilian support staff per 2 sworn officers, the increased residential population associated with the proposed project would require the addition of approximately 1 sworn police officer and no additional civilian support staff members. The addition of 1 sworn officer would not require the construction of new, or the expansion of existing, police facilities because adequate space is available in the Richards Boulevard Police Facility.

Page 4.7-30, 1st paragraph:

As previously discussed in this section, the City of Sacramento Code, Chapter 16, currently requires 5 acres of neighborhood and community park facilities per 1,000 residents. The City's DPR [Department of Parks and Recreation] has indicated that the total dedication obligation for the project would be 4.4364 acres (based on the DPR's assumption of 2.7 persons per single family household and 2.1 persons per multifamily household). As also previously discussed in this section, changes to the City's parkland dedication service level goal are proposed in the General Plan 2035 Update that is currently underway. If adopted, the service level goal for neighborhood/ community serving parks may drop from 5 acres to 3.5 acres per 1,000 residents. If the service level goal is dropped to 3.5 acres per 1,000 residents and using a single family persons per household assumption of 2.7 and a multi-family persons per household assumption of 2.1, the project's parkland dedication obligation would be recalculated to be 3.14 acres.

Section 4.9, Transportation and Circulation

Figure 4.9-12 has been revised and is included at the end of this chapter.

Page 4.9-9, 4th bullet:

- **C Street / Elvas Avenue** is depicted in the City of Sacramento's 2030 General Plan as a local roadway between 30th Street and 33rd Street and a collector roadway that extends between from 33rd Street at its west end to and 65th Street to the east. Between 30th and 33rd Streets, C Street is a relatively narrow two-lane roadway classified as a Local Street in the City of Sacramento's 2030 General Plan, with on-street parking, fronting residences with driveways, and a posted speed limit of 25 miles per hour (mph).

Page 4.9-15, 1st paragraph under the header Transit System:

However, existing bus stops are at least a quarter mile to a ½ mile walking/biking distance from the three proposed site access points (the closest stop to the project site serves Route 34, and is located just over a quarter mile south of the proposed bicycle/pedestrian access point at the intersection of E Street/Alhambra Boulevard). However, with the proposed Caltrans closure of the E Street ramp, several stops on 30th Street in the project vicinity that service Routes 67 and 69 northbound will no longer be available. The closest bus stops available for Route 67/68 northbound travel will be located at L Street and 30th Street, just under a one mile distance. Stops in the study area are marked by a posted sign. Select stops include a bus shelter or a bench located on a 4- to 5-foot sidewalk. Figure 4.9-5 displays existing bus routes and stop locations within the study area.

Page 4.9-16, 4th bullet is deleted:

- ~~C Street—16th Street to Alhambra Boulevard.~~

Page 4.9-24, 1st paragraph and Table 4.9-4 (partial):

Table 4.9-4 summarizes the existing daily traffic volumes and the corresponding levels of service according to the thresholds shown in Table 4.9-2. As shown, all study roadway segments currently operate at LOS C or better.

**Table 4.9-4
Roadway Capacity Utilization – Existing Conditions**

Roadway Segment	General Plan Designation	Number of Lanes	Average Daily Traffic	Level of Service
28th Street – C Street to E Street	Local	2	3,850	C
28th Street – E Street to H Street	Local	2	2,380	A
C Street – Alhambra Boulevard to 33rd Street	Major Collector <u>Local</u>	2	4,400	A <u>D</u>

Page 4.9-39, Table 4.9-8 is revised:

**Table 4.9-8
Project Trip Generation**

Land Use	ITE Land Use Code	Quantity ¹	Trip Rates ²			AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
			AM	PM	Daily	In	Out	Total	In	Out	Total	
Single Family Residential	210	328 <u>312</u> DU's	*	*	*	60 <u>57</u>	179 <u>171</u>	239 <u>228</u>	193 <u>185</u>	113 <u>108</u>	306 <u>293</u>	3,132 <u>2,992</u>
Secondary Units	230	40-64 <u>DU's</u>	*	*	*	4 <u>6</u>	21 <u>30</u>	25 <u>36</u>	19 <u>28</u>	9 <u>14</u>	28 <u>42</u>	290 <u>436</u>
Neighborhood Retail	820	2 KSF	0.96	3.71	42.7	1	1	2	3	4	7	85
Net New Trips						65 64	201 202	266 266	215 216	126	341 342	3,507 3,513

Notes:

¹ KSF – thousand square feet; DU – dwelling unit.

² Trip rates based on data published in Trip Generation Manual 9th Edition (ITE, 2012).

* Residential trips calculated using ITE best fit equations.

Source: Fehr & Peers, 2014

Page 4.9-51, Table 4.9-9 is revised (partial):

**Table 4.9-9
Roadway Segment Capacity Utilization – Existing Plus Project Conditions**

Roadway Segment	General Plan Designation	Number of Lanes	Existing		Existing Plus Project	
			Average Daily Traffic	Level of Service	Average Daily Traffic	Level of Service
28th Street – C Street to E Street	Local	2	3,850	C	4,972	E
28th Street – E Street to H Street	Local	2	2,380	A	2,801	A
C Street – Alhambra Boulevard to 33rd Street	Major Collector <u>Local</u>	2	4,400	<u>A</u> <u>D</u>	4,985	<u>A</u> <u>E</u>

Page 4.9-52, 1st paragraph:

Exceptions include C Street west of 28th Street, which would continue to operate at LOS C (same as existing) and 28th Street between C Street and E Street which would degrade from LOS C to LOS E, and C Street between Alhambra Boulevard and 33rd Street which would degrade from LOS D to LOS E with the addition of the project.

Page 4.9-61, 1st paragraph under Impact 4.9-3:

The project would not adversely affect existing or planned pedestrian facilities nor would it fail to adequately provide for access by pedestrians. The project applicant will construct curb, gutter, sidewalks and planters per City standards, which will ensure that pedestrian movement is facilitated by adequate infrastructure. in addition to a new off-street bicycle/pedestrian trail and a bicycle/pedestrian undercrossing of the UPRR tracks at the northern terminus of Alhambra Boulevard. Pedestrians would be able to arrive and depart the project site via 40th Street providing access to East Sacramento and the McKinley Park neighborhood via A Street, the A Street Bridge and the extension to 28th Street, providing access to Sutter's Landing Regional Park and Midtown. The impact would be **less than significant**.

Page 4.9-69, 1st paragraph and Table 4.9-14 are revised:

Table 4.9-14 summarizes the cumulative daily traffic volumes (without the proposed project) and the corresponding levels of service according to the thresholds shown in Table 4.9-2. As shown, the following ~~two~~three roadways operate at LOS F under Cumulative conditions:

- 28th Street between C Street and E Street
- C Street between Alhambra Boulevard and 33rd Street
- C Street west of 28th Street.

~~Each of these~~The two roadway segments listed above that are located in Midtown (28th Street between C Street and E Street and C Street west of 28th Street) experience a substantial amount of traffic growth due to the construction of Sutter’s Landing Parkway and the Capital City Freeway/Sutter’s Landing Parkway interchange.

**Table 4.9-14
Roadway Segment Capacity Utilization – Cumulative Conditions**

Roadway Segment	General Plan Designation	Number of Lanes	Average Daily Traffic	Level of Service
28th Street – C Street to E Street	Local	2	6,500	F
28th Street – E Street to H Street	Local	2	2,600	A
C Street – Alhambra Boulevard to 33rd Street	Major Collector <u>Local</u>	2	8,600	A <u>F</u>

Page 4.9-74, 1st paragraph and Table 4.9-18 are revised:

As shown, the addition of the project under cumulative conditions would not change the level of service at any of the study roadway segments; however, the project would add traffic to the following ~~two~~three roadways operating at LOS F under cumulative conditions:

- 28th Street between C Street and E Street
- C Street between Alhambra Boulevard and 33rd Street
- C Street west of 28th Street.

**Table 4.9-18
Roadway Segment Operations – Cumulative Plus Project Conditions**

Roadway Segment	General Plan Designation	Number of Lanes	Cumulative		Cumulative Plus Project	
			Average Daily Traffic	Level of Service	Average Daily Traffic	Level of Service
28th Street – C Street to E Street	Local	2	6,500	F	7,616	F
28th Street – E Street to H Street	Local	2	2,600	A	3,021	B
C Street – Alhambra Boulevard to 33rd Street	Major Collector Local	2	8,600	A E	9,095	B E

Page 4.9-61, 1st paragraph under Impact 4.9-3:

The project would not adversely affect existing or planned pedestrian facilities nor would it fail to adequately provide for access by pedestrians. The project applicant will construct curb, gutter, sidewalks and planters per City standards, in addition to a new off-street bicycle/pedestrian trail and a proposed bicycle/pedestrian undercrossing of the UPRR tracks at the northern terminus of Alhambra Boulevard, if approved by UPRR and the appropriate government agencies. Therefore, the impact would be **less than significant.**

Mitigation Measure 4.9-5 on page 4.9-62:

Prior to the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies including Caltrans.

Page 4.9-91, 1st paragraph under Impact 4.9-8:

The project would not adversely affect existing or planned pedestrian facilities nor would it fail to adequately provide for access by pedestrians. The project applicant will construct curb, gutter, sidewalks and planters per City standards, in addition to a new off-street bicycle/pedestrian trail and a proposed bicycle/pedestrian undercrossing of the UPRR tracks at the northern terminus of Alhambra Boulevard, if approved by UPRR and the appropriate government agencies. Therefore, the impact would be **less than significant.**

Page 4.9-93, 2nd paragraph:

It is recommended that pedestrian facilities on either side of the bridge transition to bifurcated sidewalks with standard planter strips separating the sidewalks from the travel lanes, consistent with pedestrian facilities to be provided elsewhere within the project site and Caltrans approval.

Chapter 5, Project Alternatives

Page 5-2, 4th project objective:

- Provide a range of single family home and lot types, as well as attached condominium units.

Appendix C, Health Risk Assessment

The health risk assessment (HRA) was revised in response to comments received. The changes do not change the significance of the findings of the analysis. A copy of the revised Health Risk Assessment is included in Appendix C-1 of this Final EIR.

Page iv, 1st paragraph:

This Health Risk Assessment (HRA) finds that only one residence at the far eastern end of the project site would expose residents to a maximum cancer risk of approximately 120 in 1 million under a 70-year exposure scenario, which is less than SMAQMD's evaluation criterion of 276 in 1 million. Residents in nearly all of the project site, however would be exposed to a cancer risk of approximately 80 in 1 million or less with a maximum of 120 in 1 million under a 70-year exposure scenario. Furthermore while it is not suggested as a criterion in the Roadway Protocol, the HRA further finds that evaluates the cancer burden (the estimated number of theoretical cancer cases in a defined population resulting from lifetime exposure to carcinogenic TACs [OEHHA 2003]) that could occur in the project area. The estimated cancer burden would be much less than 1.0. The cancer burden indicates that less than one person could contract cancer assuming a 70-year exposure under the modeled scenario of DPM emissions and provided that other factors related to an individual's susceptibility to contracting cancer would occur.

Page 21, 2nd paragraph:

A wind rose illustrating prevailing wind speeds and directions for the period from 2004 to 2008 is shown in Figure 4, Wind Rose of Sacramento International Airport Station – 2004 to 2008 Meteorological Data. Terrain data for the project site and

surrounding area were obtained from Lakes Environmental, available online (<http://www.webgis.com/terraindata.html>). The Digital Elevation Model (DEM) data file, produced by the U.S. Geological Survey, was then processed using the AERMAP terrain preprocessor for use with AERMOD.

Page 28, last paragraph:

The resultant cancer risk isopleths as depicted in Figure 5, Modeled Cancer Risk due to DPM Emissions, represent the 70-year cancer risks. Under this exposure scenario, ~~one residence at the eastern end of the project site of the proposed project, closest to the freeway and the UPRR tracks, would be exposed to a maximum cancer risk of approximately 120 in 1 million.~~ and as shown in Figure 5, nearly all of the project site would be exposed to a cancer risk of approximately 80 in 1 million or less. Based on this analysis, the maximum cancer risk would occur at the eastern end of the project site of the proposed project, closest to the freeway and the UPRR tracks, at a level of approximately 120 in 1 million.

Page 31, 1st paragraph under Cancer Burden:

The result of this calculation is an estimate of the number of cancer cases in the exposed population expected from a 70-year exposure. For this project, the ~~average maximum estimated cancer risk over the project site (rather than the census tract) was calculated and~~ multiplied by the anticipated population of the project. As indicated in Section 1.2, the project is anticipated to generate a total population of 656 new residents at buildout, based on the City's rate of 2.0 persons per household. Using ~~a the nominal maximum cancer risk over the project site of approximately 8120 in 1 million, and~~ multiplying this value by the project population gives a cancer burden of 0.058.

Page 32, last paragraph:

DPM, however, is consists primarily of fine particulate matter, generally less than 2.5 microns in aerodynamic diameter, which is referred to as PM_{2.5}. In June 2010, the Bay Area Air Quality Management District (BAAQMD) adopted revised significance thresholds as part of an update to its CEQA Air Quality Guidelines (BAAQMD 2010). While the adoption of these thresholds has been litigated, the underlying basis for the thresholds was not generally in question in the litigation. As part of its recommended evaluation of "risks and hazards," the BAAQMD adopted a PM_{2.5} "cumulative" threshold of 0.8 µg/m³ (annual average). To evaluate this threshold, sources of PM_{2.5}, including roadways and stationary sources, within 1,000 feet of a development project with new sensitive receptors would be assessed to determine if the PM_{2.5} emissions from such sources would expose sensitive receptors to an annual average concentration of greater

than 0.8 $\mu\text{g}/\text{m}^3$. In the absence of other applicable thresholds, if this threshold were applied to the McKinley Village project, the cumulative annual average $\text{PM}_{2.5}$ concentrations resulting from DPM emitted from trucks on the Capital City Freeway and locomotives on the UPRR tracks would generally be less than 0.25 $\mu\text{g}/\text{m}^3$ and no greater than 0.38 $\mu\text{g}/\text{m}^3$.

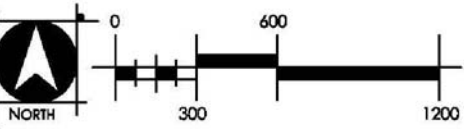
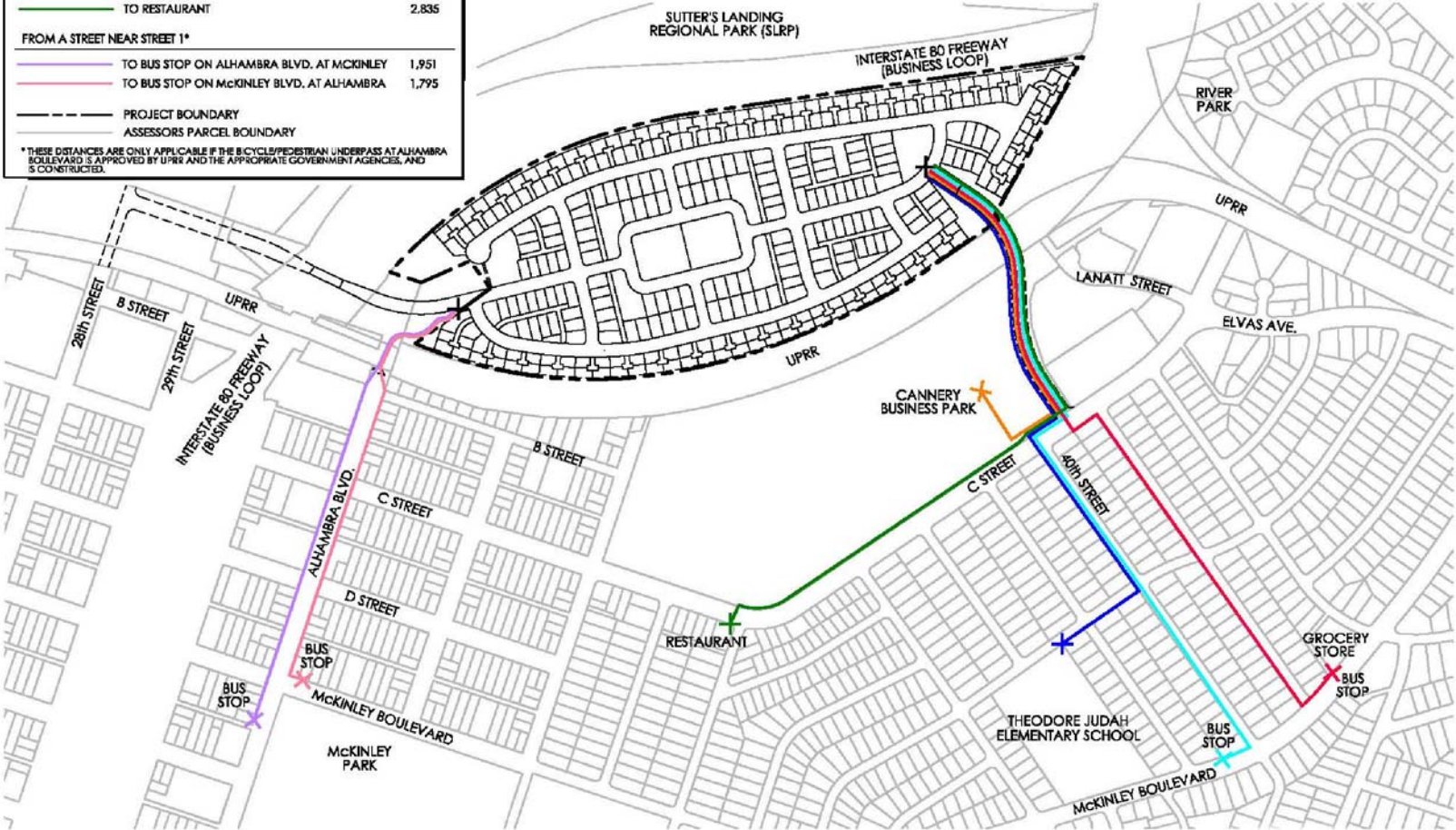
Page 34, 1st paragraph:

Based on this analysis, the majority of the residents of the proposed project would be exposed to a cancer risk of 80 in 1 million or less, ~~and one residence would be exposed to~~ with a maximum cancer risk of 120 in 1 million occurring at the east end of the project site. ~~These values are less than the SMAQMD evaluation criterion of 276 in 1 million assuming a 70-year lifetime exposure.~~ Most residents would not live at the same location for 70 years. People tend to live at a given location for approximately 9 years (average) to 30 years (95th percentile). Thus, the estimated cancer risk would be lower for more typical residency periods. In addition, while it is not suggested as a criterion in the Roadway Protocol, the estimated cancer burden (theoretical cancer cases) based on the ~~nominal~~ maximum exposure of ~~8120~~ in 1 million over the project site was determined to be ~~0.058~~ such that less than 1.0 additional cancer case would be likely to occur in the exposed population of the proposed project.

Page 37, References:

SMAQMD. 2013. *Guide to Air Quality Assessment in Sacramento County*. CEQA Guide Update. December 2009, with updates in 2010, 2011, and 2013. <http://airquality.org/ceqa/ceqaguideupdate.shtml>.

LEGEND		
FROM 40th STREET AT A STREET		DISTANCE (IN FEET)
	TO CANNERY BUSINESS PARK	1,611
	TO THEODORE JUDAH SCHOOL	2,495
	TO GROCERY STORE	3,040
	TO BUS STOP ON MCKINLEY BLVD. AT 40TH ST.	3,024
	TO RESTAURANT	2,835
FROM A STREET NEAR STREET 1*		
	TO BUS STOP ON ALHAMBRA BLVD. AT MCKINLEY	1,951
	TO BUS STOP ON MCKINLEY BLVD. AT ALHAMBRA	1,795
	PROJECT BOUNDARY	
	ASSESSORS PARCEL BOUNDARY	



SOURCE: Wood Rodgers, 2014

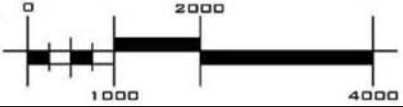
7828

MCKINLEY VILLAGE PROJECT EIR

FIGURE 1
Bike/Walking Distance from 40th and A Streets

Path: Z:\Projects\782801\MAP\DC\MAPS\Final EIR\Figure1_Walking_Distances.mxd

INTENTIONALLY LEFT BLANK



- EMPLOYMENT CENTERS/HOSPITALS
- SCHOOLS
- RESTAURANTS/GROCERIES/SHOPPING/COMMERCIAL CORRIDORS
- RECREATION AREAS
- BUS ROUTE - 34

SOURCE: Wood Rodgers, 2013

FIGURE 2
Proximity to Adjacent Services

INTENTIONALLY LEFT BLANK

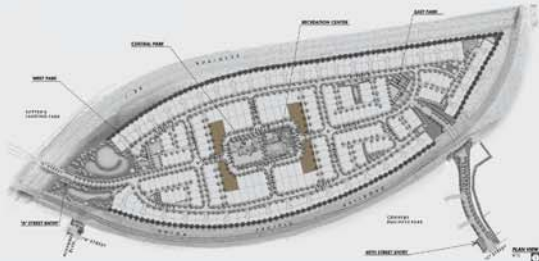
PARKSIDE FLATS / ELEVATIONS



FRONT ELEVATION — URBAN CONTEMPORARY



RIGHT ELEVATION — URBAN CONTEMPORARY



Path: Z:\Projects\782801\MAPDOC\MAPS\Final EIR\Figures3_Parkside_Flats_Home_Elevations.mxd

SOURCE: Collaborative West

7828

MCKINLEY VILLAGE PROJECT EIR

FIGURE 3
Parkside Flats Home Elevations

NTENTIONALLY LEFT BLANK

PARKSIDE FLATS



Path: Z:\Projects\782801\MAPDOC\MAPS\Final EIR\Figure4_Parkside_Flats_Illustrative.mxd

SOURCE: Collaborative West

7828





MCKINLEY VILLAGE PROJECT EIR

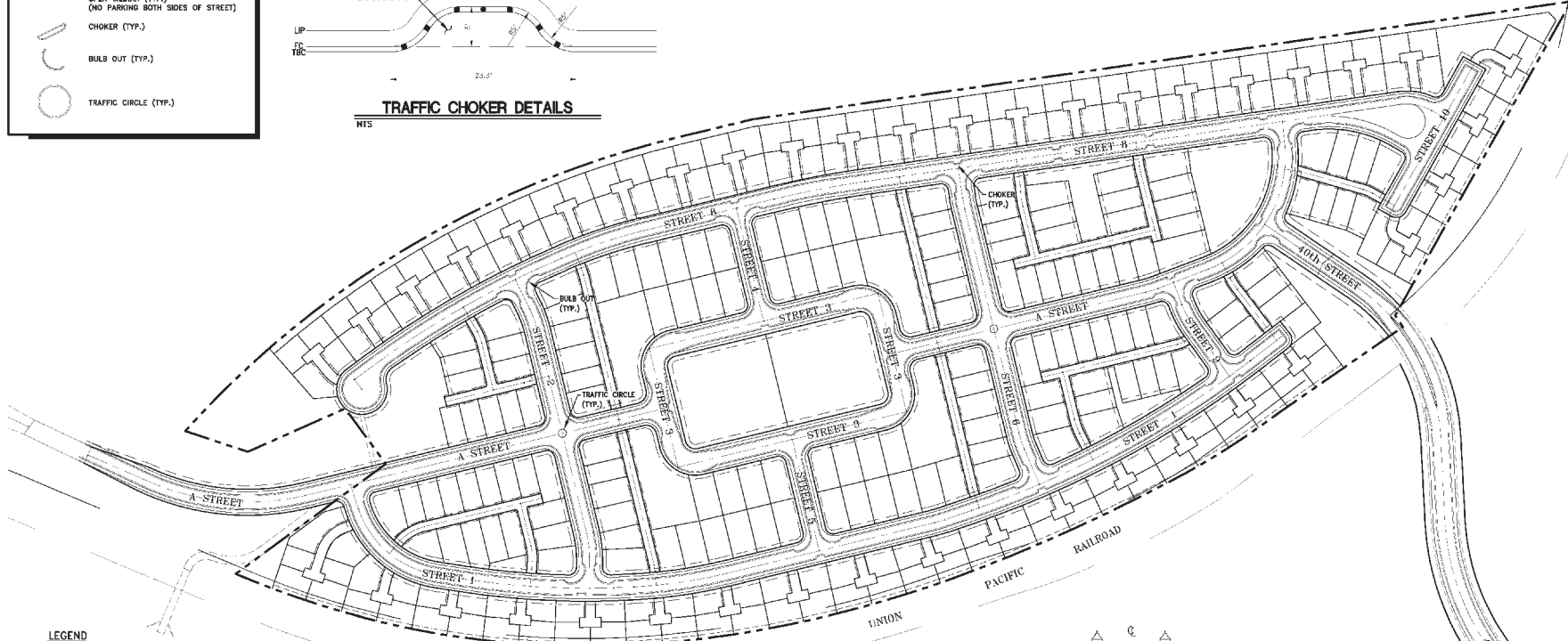
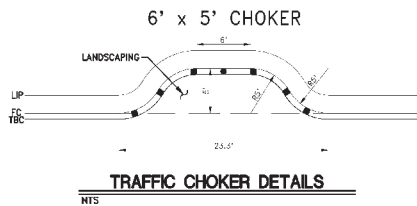
FIGURE 4
Parkside Flats Illustrative

NTENTIONALLY LEFT BLANK

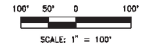
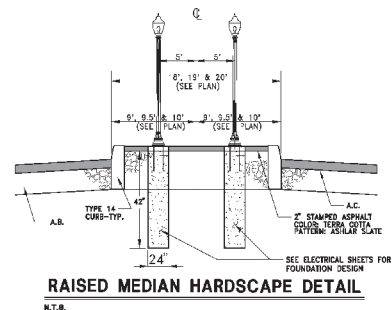
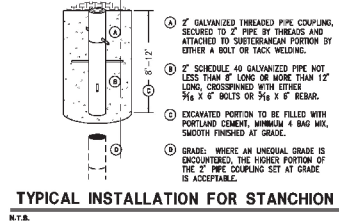
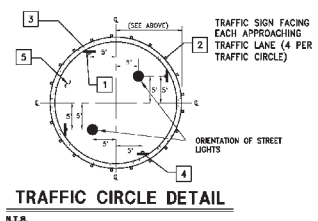
Path: Z:\Projects\782801\MAPS\Final EIR\Figures_Proposed_Onsite_Traffic_Calming.mxd

LEGEND

-  4' TALL MOUNTABLE SPLIT MEDIAN (TYP.) (NO PARKING BOTH SIDES OF STREET)
-  CHOKER (TYP.)
-  BULB OUT (TYP.)
-  TRAFFIC CIRCLE (TYP.)



- LEGEND**
- 1 INSTALL "TRAFFIC CIRCLE" SIGN 5 FT. FROM CENTERLINE, FACING TRAFFIC LANE.
 - 2 INSTALL RAISED YELLOW TYPE H REFLECTIVE MARKERS 4" O.C. AND DETAIL 24.
 - 3 INSTALL NO. 14 CURB WOODFIED TO THE FULL DEPTH OF THE STRUCTURAL SECTION.
 - 4 REFER TO TYP. INSTALLATION DETAILS FOR STANCHION.
 - 5 UTILITY CONTRACTORS TO CORRECT ALL VALVES, MHS OUT OF THE CURB AREA OF THE TRAFFIC CIRCLE.
 - 6 STREET SIGN SHALL INCLUDE ASTM TYPE X-1 SHEETING OR APPROVED EQUAL.
 - 7 INSTALL TRAFFIC CIRCLE ADVANCE WARNING SIGNS 100' IN ADVANCE OF TRAFFIC CIRCLE OR UNCONTROLLED LEGS. (SEE DETAIL 8)



SOURCE: Wood Rodgers 2014

7828

MCKINLEY VILLAGE PROJECT EIR

FIGURE 5
Proposed Onsite Traffic Calming

Conceptual - Subject to review and approval by the City of Sacramento

NTENTIONALLY LEFT BLANK



Path: Z:\Projects\7182101\MAP\DOC\MAPS\Final EIR\Figure2_3_Conceptual_Site_Plan.mxd

SOURCE: Collaborative West

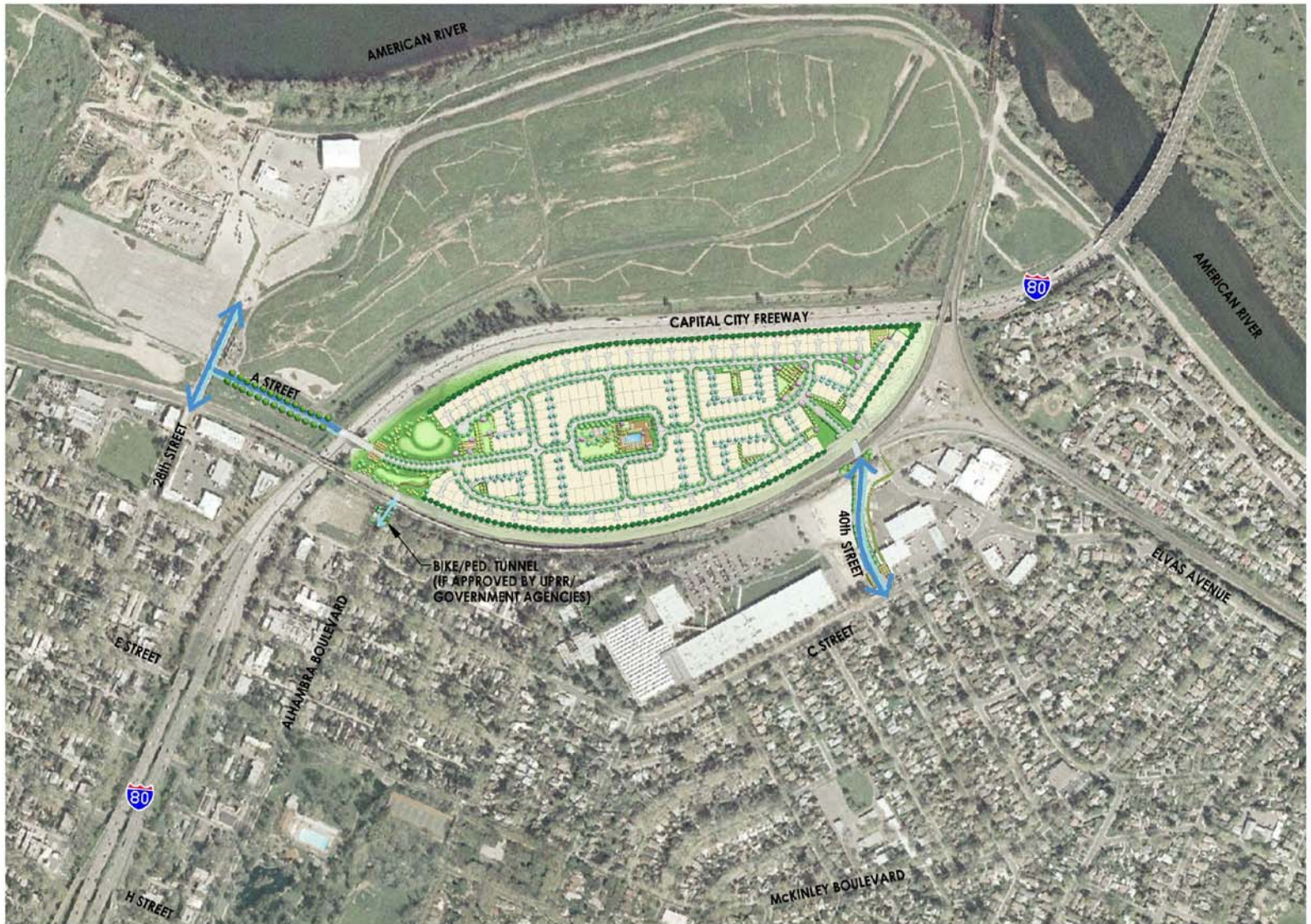
7828

MCKINLEY VILLAGE PROJECT EIR

FIGURE 2-3
Conceptual Site Plan

PLAN VIEW
N.T.S.

NTENTIONALLY LEFT BLANK



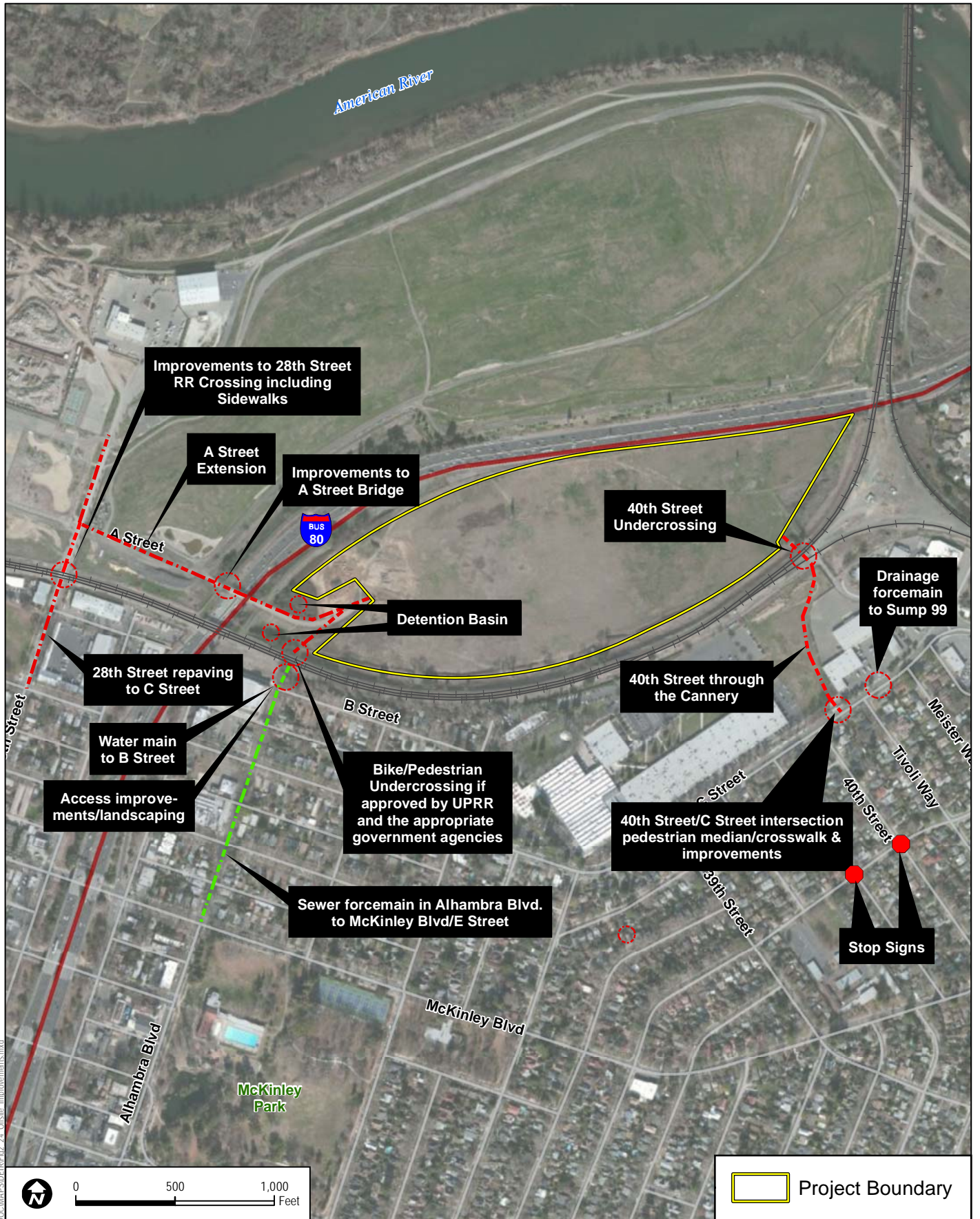
- VEHICULAR CIRCULATION
- PEDESTRIAN/BICYCLE PATH

FIGURE 2-20
Site Connectivity

SOURCE: Wood Rogers 2014

NOTE: *If approved by UPRR and the appropriate government agencies.

INTENTIONALLY LEFT BLANK



Path: Z:\Projects\782801\MAPDOC\MAPS\DEVELOPER\2_24_CISite_Improvements.mxd

Project Boundary

SOURCE: ESRI; County of Sacramento 2012

FIGURE 2-24

Proposed Off-Site Improvements

7828

MCKINLEY VILLAGE PROJECT

Note: There are underground water/sewer/drain lines that are not shown on this figure.

INTENTIONALLY LEFT BLANK



Existing + Project		Cumulative + Project	

Existing + Project		Cumulative + Project	

LEGEND

- AM (PM) Peak Hour Traffic Volume
- Turn Lane

Not to Scale

SOURCE: Fehr + Peers 2013

FIGURE 4.9-12
Project Access

INTENTIONALLY LEFT BLANK

CHAPTER 2 ATTACHMENTS

***Evaluation of Proposed Half-Street Closure at
28th/B Street, Internal City Memorandum***

Interoffice

M E M O R A N D U M



To: Samar Hajeer, Senior Engineer

From: Alex Goloveshkin, Associate Engineer

Subject: Evaluation of Proposed Half-Street Closure at the 28th Street and B Street Intersection

Date: 01/30/2014

Several comments have been received for the McKinley Village Project indicating support for a half-street closure of 28th Street and diverting the southbound traffic to B Street. This memorandum documents the evaluation of the proposed half-street closure of southbound 28th Street at the B Street intersection based on the preliminary controlling factors of queuing and stopping sight distance.

Existing Conditions

The intersection of 28th Street and B Street is a side-street (B Street) stop-controlled T-intersection without marked pedestrian crossings. Sacramento Regional Transit District does not provide transit services in the vicinity of the intersection.

28th Street is a two-way north-south local roadway with one travel lane in each direction that begins from the Sutter Landing Park and extends south to V Street before it is bisected by US Highway 50. 28th Street has curbs, gutters, sidewalks with striped bike lanes, and allowed parking on both sides to the south of B Street. North of B Street, there are no curb, gutter nor sidewalks on both sides of 28th Street. Approximately 140 feet north of the B Street

intersection is a signal controlled at-grade railroad crossing for the Union Pacific Railroad (UPRR) tracks. 28th Street between B Street and Sutter Land Park had an Average Daily Traffic (ADT) of 826 vehicles in 2013. The speed limit is not posted. The minimum design speed for a local residential street is 25 mph and for a local commercial/industrial street is 35 mph.

B Street is a two-way east-west local roadway with one travel lane in each direction situated between 28th Street and 29th Street. There are no curbs, gutters, sidewalks nor bike lanes along B Street. The speed limit is not posted.

Queuing Study

A queuing analysis of the 28th Street and B Street intersection was performed using the Synchro/SimTraffic, Version 8 traffic analysis software for Existing Plus Project and Cumulative Plus Project scenarios. Each scenario has two options for the proposed movements at the 28th Street and B Street intersection as follows:

1. Existing Plus Project PM Peak Hour Conditions

- A. Both northbound and southbound traffic movements are uncontrolled.
- B. The northbound move is stop-controlled, the southbound movement is uncontrolled.

2. Cumulative Plus Project PM Peak Hour Conditions

- A. Both northbound and southbound traffic movements are uncontrolled.
- B. The northbound move is stop-controlled, the southbound movement is uncontrolled.

The 28th Street traffic counts were derived from the Peak Hour Traffic Volumes Figures 4.9-9 and 4.9-11 of the McKinley Village Project DEIR.

Scenario	Queue Length, ft	
	NB	SB
Existing Plus Project - Option 1A	0	30
Existing Plus Project - Option 1B	61	0
Cumulative Plus Project - Option 2A	0	372
Cumulative Plus Project - Option 2B	442	0
<p>Available storage for the NB approach is 350 feet between B St. and C St. Available storage for the SB approach is 140 feet between B St. and the UPRR crossing.</p>		

The calculated queues for both options 1A and 1B would be acceptable. The calculated queue for option 2A of about 370 feet for the southbound traffic will exceed the available storage of approximately 140 feet between B Street and the at-grade UPRR crossing. The calculated queue for option 2B of about 440 feet for the northbound traffic will exceed the available storage of approximately 350 feet between B Street and C Street and would extend beyond the 28th Street and C Street intersection.

Stopping Sight Distance

The UPRR tracks are located at the apex of a vertical curve. The descending stretch of 28th Street between the UPRR tracks and the B Street intersection is formed by a steep -7.6% to -10.3% downgrade. Due to the crest vertical

curve, drivers traveling in the southbound direction might have a limited stopping sight distance.

On January 24, 2014, field measurements were performed to determine the actual distance a driver would have to see the object located beyond the crest of the vertical curve. This distance was measured as ± 142 feet.

An AASHTO publication "A Policy on Geometric Design of Highways and Streets, 6th Edition", provides the stopping sight distance for a 25 mph design speed on level roadway as 155 feet (Table 3-1) and 173 feet (Table 3-2) for a 9% downgrade. The stopping sight distance would increase for a steeper downgrade of 10.3% or higher design speed for a local commercial/industrial street.

Findings

The proposed half-street closure of 28th Street and diversion of the southbound traffic to B Street would create the following issues:

- Lengthy and unacceptable queues would be formed for both options under the Cumulative Plus Project PM Peak Hour Conditions. For option 2A, due to the proposed half-street closure, about 400 peak hour vehicles traveling in the southbound direction must yield the right-of-way to about 850 uncontrolled northbound vehicles and wait for the appropriate gaps to make safe left turns to B Street. The southbound queue would more than double the available queuing storage and would create an unsafe situation by having vehicles potentially stopping and waiting over the railroad crossing. For option 2B, the northbound queue would completely occupy

28th Street between B Street and C street creating a queue beyond the C Street intersection and leading to unacceptable delays.

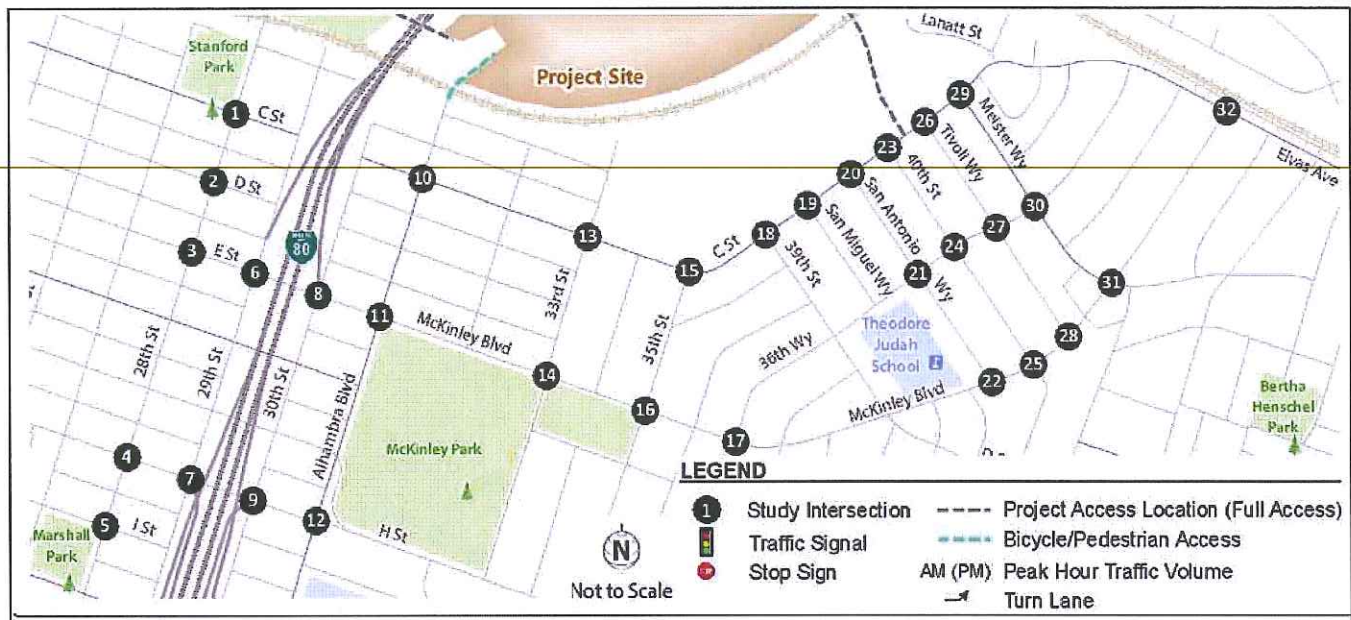
- Drivers traveling in the southbound direction have limited stopping sight visibility due to the existing vertical curve. The existing stopping sight distance of 142 feet is not adequate for the distance of 173 feet required for the minimum design speed of the roadway. The southbound queue formed by the proposed half-street closure at B Street would greatly increase the potential for rear-end collisions.
- The southbound vehicles, including existing heavy truck traffic, must decelerate and make a left turn on a steep 10.3% downgrade which exceeds the suggested less than 8% slope by AASHTO for the industrial and commercial areas.

Recommendations

The proposed half-street closure of the southbound 28th Street approach at the B Street intersection is not recommended for the safety purposes related to the queuing/stopping sight distance and operational complications.

Attachments:

- A. McKinley Village Project DEIR Figures 4.9-9 and 4.9-11
- B. Queuing Analysis
- C. AASHTO, Tables 3-1, 3-2
- D. Stop Sight Distance Field Measurements
- E. Pictures



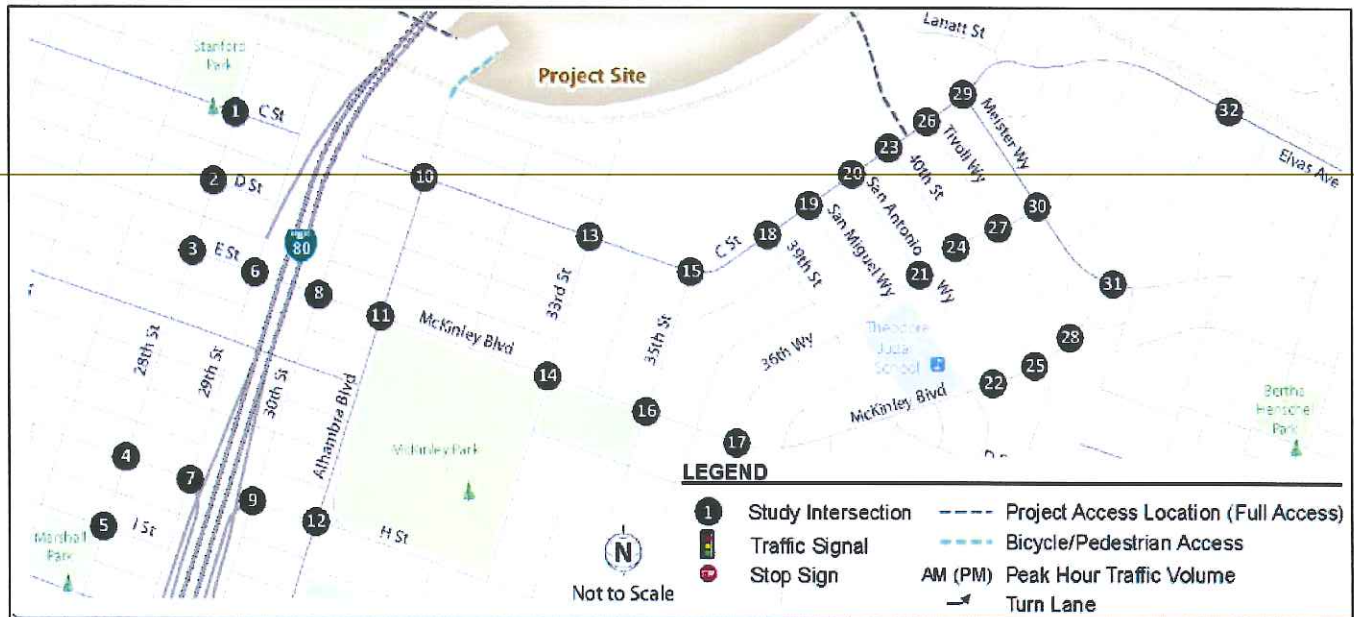
1. C St/28th St	2. D St/28th St	3. E St/28th St	4. H St/28th St
5. I St/28th St	6. E St/29th St	7. H St/29th St/B-80 WB On-Ramp	8. E St/30th St
9. H St/30th St/B-80 EB Off-Ramp	10. C St/Alhambra Blvd	11. E St/Alhambra Blvd/McKinley Blvd	12. H St/Alhambra Blvd

SOURCE: Fehr + Peers 2013

FIGURE 4.9-9

Peak Hour Traffic Volumes and Lane Configurations- Existing Plus Project Conditions

Path: Z:\Projects\7828\11\Map\CD\MAPS\FEIR\Fig_9_4_Peakhour_Traffic_Existing_Project.mxd



1. C St/28th St	2. D St/28th St	3. E St/28th St	4. H St/28th St																
<p>C St</p> <p>160 (156) 114 (124) 230 (122)</p> <p>5 (0) 5 (5) 0 (0)</p> <p>283 (389) 80 (100) 30 (50)</p> <p>190 (200) 281 (473) 30 (30)</p>	<p>D St</p> <p>132 (112) 12 (52)</p> <p>5 (5) 0 (5)</p> <p>6 (12) 70 (200) 20 (120)</p> <p>480 (681) 20 (20)</p>	<p>E St</p> <p>45 (66) 117 (176)</p> <p>410 (564) 116 (94)</p> <p>12 (11) 191 (223) 10 (0)</p> <p>78 (121) 30 (60)</p>	<p>H St</p> <p>11 (24) 62 (58) 32 (81)</p> <p>42 (66) 370 (470) 40 (40)</p> <p>7 (17) 221 (174) 20 (10)</p> <p>0 (30) 52 (101) 50 (80)</p>	5. I St/28th St	6. E St/29th St	7. H St/29th St/VB-80 WB On-Ramp	8. E St/30th St	<p>I St</p> <p>60 (46) 52 (53) 10 (20)</p> <p>5 (20) 440 (320) 20 (20)</p> <p>51 (34) 20 (60) 5 (20)</p> <p>20 (60) 41 (147) 30 (20)</p>	<p>E St</p> <p>67 (101) 1,113 (945) 364 (335)</p> <p>469 (567) 536 (340)</p> <p>201 (253) 147 (216)</p>	<p>H St</p> <p>70 (90) 1,076 (700) 716 (779) 144 (202)</p> <p>372 (486) 330 (170) 404 (333)</p> <p>121 (164) 142 (91) 50 (70)</p> <p>San WB On-Ramp</p>	<p>E St</p> <p>259 (256) 10 (10)</p> <p>10 (10) 674 (562)</p> <p>194 (182) 371 (406)</p> <p>72 (89) 374 (289) 152 (272)</p>	9. H St/30th St/VB-80 EB Off-Ramp	10. C St/Alhambra Blvd	11. E St/Alhambra Blvd/McKinley Blvd	12. H St/Alhambra Blvd	<p>H St</p> <p>40 (50) 554 (493)</p> <p>30 (40) 235 (326)</p> <p>VB-80 EB Off-Ramp</p> <p>281 (223) 426 (333) 410 (250)</p> <p>271 (273) 414 (584) 210 (410)</p>	<p>C St</p> <p>0 (20) 30 (60) 5 (10)</p> <p>5 (10) 259 (306) 168 (191)</p> <p>30 (10) 458 (421) 20 (40)</p> <p>5 (20) 20 (30) 43 (59)</p>	<p>E St</p> <p>128 (156) 110 (166) 5 (10)</p> <p>20 (20) 505 (333) 70 (82)</p> <p>42 (53) 461 (595) 40 (50)</p> <p>61 (94) 51 (66) 112 (125)</p> <p>McKinley Blvd</p>	<p>H St</p> <p>44 (63) 134 (193) 60 (70)</p> <p>5 (10) 450 (410) 224 (412)</p> <p>20 (30) 601 (834) 224 (102)</p> <p>120 (80) 114 (236) 81 (100)</p>
5. I St/28th St	6. E St/29th St	7. H St/29th St/VB-80 WB On-Ramp	8. E St/30th St																
<p>I St</p> <p>60 (46) 52 (53) 10 (20)</p> <p>5 (20) 440 (320) 20 (20)</p> <p>51 (34) 20 (60) 5 (20)</p> <p>20 (60) 41 (147) 30 (20)</p>	<p>E St</p> <p>67 (101) 1,113 (945) 364 (335)</p> <p>469 (567) 536 (340)</p> <p>201 (253) 147 (216)</p>	<p>H St</p> <p>70 (90) 1,076 (700) 716 (779) 144 (202)</p> <p>372 (486) 330 (170) 404 (333)</p> <p>121 (164) 142 (91) 50 (70)</p> <p>San WB On-Ramp</p>	<p>E St</p> <p>259 (256) 10 (10)</p> <p>10 (10) 674 (562)</p> <p>194 (182) 371 (406)</p> <p>72 (89) 374 (289) 152 (272)</p>	9. H St/30th St/VB-80 EB Off-Ramp	10. C St/Alhambra Blvd	11. E St/Alhambra Blvd/McKinley Blvd	12. H St/Alhambra Blvd	<p>H St</p> <p>40 (50) 554 (493)</p> <p>30 (40) 235 (326)</p> <p>VB-80 EB Off-Ramp</p> <p>281 (223) 426 (333) 410 (250)</p> <p>271 (273) 414 (584) 210 (410)</p>	<p>C St</p> <p>0 (20) 30 (60) 5 (10)</p> <p>5 (10) 259 (306) 168 (191)</p> <p>30 (10) 458 (421) 20 (40)</p> <p>5 (20) 20 (30) 43 (59)</p>	<p>E St</p> <p>128 (156) 110 (166) 5 (10)</p> <p>20 (20) 505 (333) 70 (82)</p> <p>42 (53) 461 (595) 40 (50)</p> <p>61 (94) 51 (66) 112 (125)</p> <p>McKinley Blvd</p>	<p>H St</p> <p>44 (63) 134 (193) 60 (70)</p> <p>5 (10) 450 (410) 224 (412)</p> <p>20 (30) 601 (834) 224 (102)</p> <p>120 (80) 114 (236) 81 (100)</p>								
9. H St/30th St/VB-80 EB Off-Ramp	10. C St/Alhambra Blvd	11. E St/Alhambra Blvd/McKinley Blvd	12. H St/Alhambra Blvd																
<p>H St</p> <p>40 (50) 554 (493)</p> <p>30 (40) 235 (326)</p> <p>VB-80 EB Off-Ramp</p> <p>281 (223) 426 (333) 410 (250)</p> <p>271 (273) 414 (584) 210 (410)</p>	<p>C St</p> <p>0 (20) 30 (60) 5 (10)</p> <p>5 (10) 259 (306) 168 (191)</p> <p>30 (10) 458 (421) 20 (40)</p> <p>5 (20) 20 (30) 43 (59)</p>	<p>E St</p> <p>128 (156) 110 (166) 5 (10)</p> <p>20 (20) 505 (333) 70 (82)</p> <p>42 (53) 461 (595) 40 (50)</p> <p>61 (94) 51 (66) 112 (125)</p> <p>McKinley Blvd</p>	<p>H St</p> <p>44 (63) 134 (193) 60 (70)</p> <p>5 (10) 450 (410) 224 (412)</p> <p>20 (30) 601 (834) 224 (102)</p> <p>120 (80) 114 (236) 81 (100)</p>																

SOURCE: Fehr + Peers 2013

FIGURE 4.9-11

Peak Hour Traffic Volumes and Lane Configurations- Cumulative Plus Project Conditions

7828

MCKINLEY VILLAGE PROJECT EIR

Path: Z:\Projects\728001\MAPDOCS\MAPS\DEIR\Fig. 4.11_PeakHour_Traffic_Cumulative_Projected.mxd

Queuing and Blocking Report

1/29/2014

Intersection: 1: B St & 28th St

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	35
Average Queue (ft)	20	7
95th Queue (ft)	48	30
Link Distance (ft)	323	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

1/29/2014

Intersection: 1: B St & 28th St

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (ft)	35	58
Average Queue (ft)	20	44
95th Queue (ft)	48	61
Link Distance (ft)	323	405
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

1/29/2014

Intersection: 1: B St & 28th St

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	371
Average Queue (ft)	26	217
95th Queue (ft)	49	372
Link Distance (ft)	323	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

1/29/2014

Intersection: 1: B St & 28th St

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (ft)	35	444
Average Queue (ft)	26	429
95th Queue (ft)	49	442
Link Distance (ft)	323	405
Upstream Blk Time (%)		79
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Table 3-1. Stopping Sight Distance on Level Roadways

Design Speed (km/h)	Metric				U.S. Customary				
	Brake Reaction Distance (m)	Braking Distance on Level (m)	Stopping Sight Distance		Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance	
			Calculated (m)	Design (m)				Calculated (ft)	Design (ft)
20	13.9	4.6	18.5	20	15	55.1	21.6	76.7	80
30	20.9	10.3	31.2	35	20	73.5	38.4	111.9	115
40	27.8	18.4	46.2	50	25	91.9	60.0	151.9	155
50	34.8	28.7	63.5	65	30	110.3	86.4	196.7	200
60	41.7	41.3	83.0	85	35	128.6	117.6	246.2	250
70	48.7	56.2	104.9	105	40	147.0	153.6	300.6	305
80	55.6	73.4	129.0	130	45	165.4	194.4	359.8	360
90	62.6	92.9	155.5	160	50	183.8	240.0	423.8	425
100	69.5	114.7	184.2	185	55	202.1	290.3	492.4	495
110	76.5	138.8	215.3	220	60	220.5	345.5	566.0	570
120	83.4	165.2	248.6	250	65	238.9	405.5	644.4	645
130	90.4	193.8	284.2	285	70	257.3	470.3	727.6	730
					75	275.6	539.9	815.5	820
					80	294.0	614.3	908.3	910

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 3.4 m/s² [11.2 ft/s²] used to determine calculated sight distance.

Design Values

The stopping sight distance is the sum of the distance traversed during the brake reaction time and the distance to brake the vehicle to a stop. The computed distances for various speeds at the assumed conditions on level roadways are shown in Table 3-1 and were developed from the following equation:

Metric	U.S. Customary
$SSD = 0.278Vt + 0.039 \frac{V^2}{a}$	$SSD = 1.47Vt + 1.075 \frac{V^2}{a} \quad (3-2)$
<p>where:</p> <p>SSD = stopping sight distance, m</p> <p>V = design speed, km/h</p> <p>t = brake reaction time, 2.5 s</p> <p>a = deceleration rate, m/s²</p>	<p>where:</p> <p>SSD = stopping sight distance, ft</p> <p>V = design speed, mph</p> <p>t = brake reaction time, 2.5 s</p> <p>a = deceleration rate, ft/s²</p>

Stopping sight distances exceeding those shown in Table 3-1 should be used as the basis for design whenever practical. Use of longer stopping sight distances increases the margin for error for all drivers and, in particular, for those who operate at or near the design speed during wet pavement conditions. New pavements should have initially, and should retain, friction coefficients consistent with the deceleration rates used to develop Table 3-1.

Effect of Grade on Stopping

When a highway is on a grade, Equation 3-1 for braking distance is modified as follows:

Metric	U.S. Customary
$d_B = \frac{V^2}{254 \left[\left(\frac{a}{9.81} \right) \pm G \right]}$ <p>where:</p> d_B = braking distance on grade, m V = design speed, km/h a = deceleration, m/s ² G = grade, rise/run, m/m	$d_B = \frac{V^2}{30 \left[\left(\frac{a}{32.2} \right) \pm G \right]}$ <p>where:</p> d_B = braking distance on grade, ft V = design speed, mph a = deceleration, ft/s ² G = grade, rise/run, ft/ft

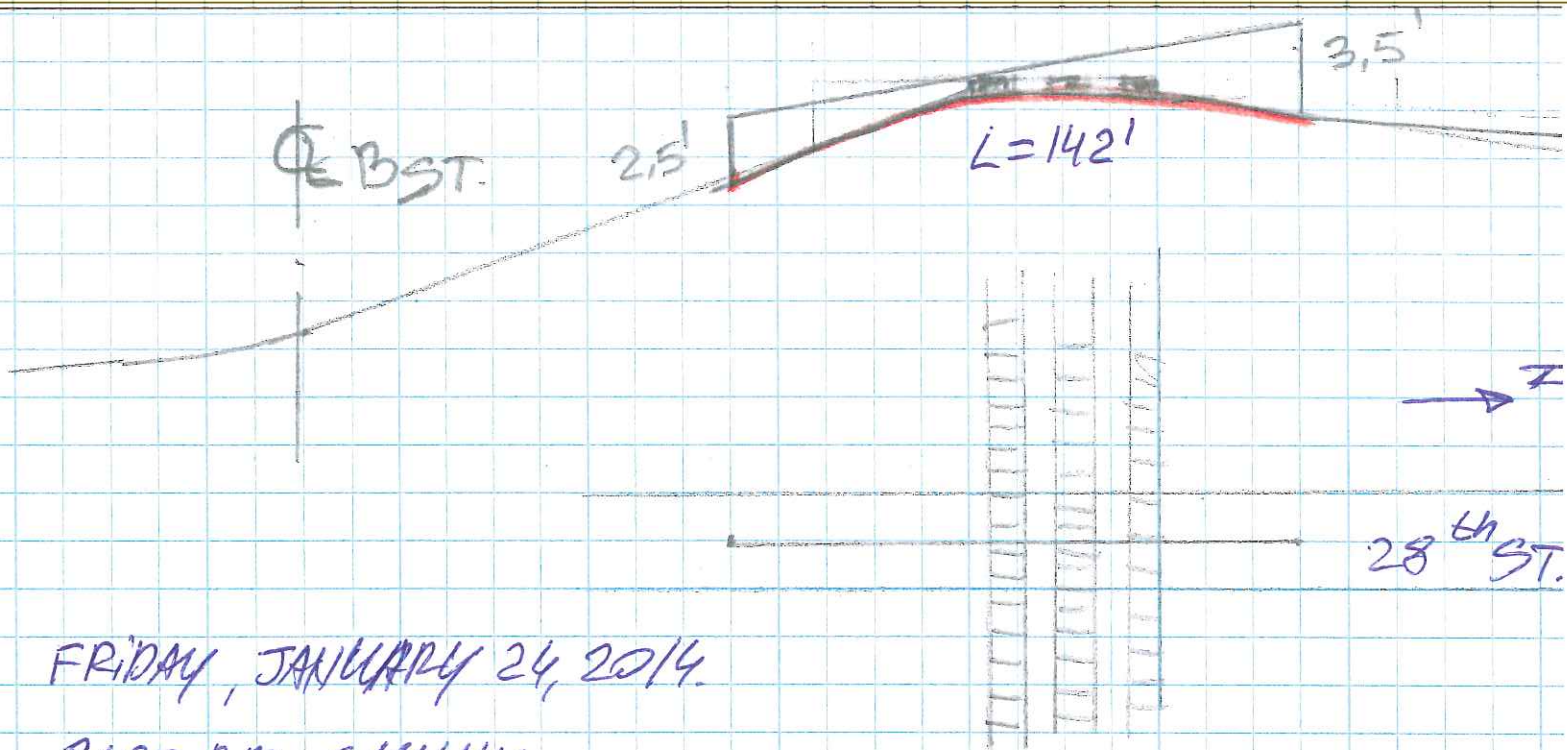
(3-3)

In this equation, G is the rise in elevation divided by the distance of the run and the percent of grade divided by 100, and the other terms are as previously stated. The stopping distances needed on upgrades are shorter than on level roadways; those on downgrades are longer. The stopping sight distances for various grades shown in Table 3-2 are the values determined by using Equation 3-3 in place of the second term in Equation 3-2. These adjusted sight distance values are computed for wet-pavement conditions using the same design speeds and brake reaction times used for level roadways in Table 3-1.

Table 3-2. Stopping Sight Distance on Grades

Design Speed (km/h)	Metric						Design Speed (mph)	U.S. Customary					
	Stopping Sight Distance (m)							Stopping Sight Distance (ft)					
	Downgrades			Upgrades				Downgrades			Upgrades		
	3 %	6 %	9 %	3 %	6 %	9 %		3 %	6 %	9 %	3 %	6 %	9 %
20	20	20	20	19	18	18	15	80	82	85	75	74	73
30	32	35	35	31	30	29	20	116	120	126	109	107	104
40	50	50	53	45	44	43	25	158	165	173	147	143	140
50	66	70	74	61	59	58	30	205	215	227	200	184	179
60	87	92	97	80	77	75	35	257	271	287	237	229	222
70	110	116	124	100	97	93	40	315	333	354	289	278	269
80	136	144	154	123	118	114	45	378	400	427	344	331	320
90	164	174	187	148	141	136	50	446	474	507	405	388	375
100	194	207	223	174	167	160	55	520	553	593	469	450	433
110	227	243	262	203	194	186	60	598	638	686	538	515	495
120	263	281	304	234	223	214	65	682	728	785	612	584	561
130	302	323	350	267	254	243	70	771	825	891	690	658	631
							75	866	927	1003	772	736	704
							80	965	1035	1121	859	817	782

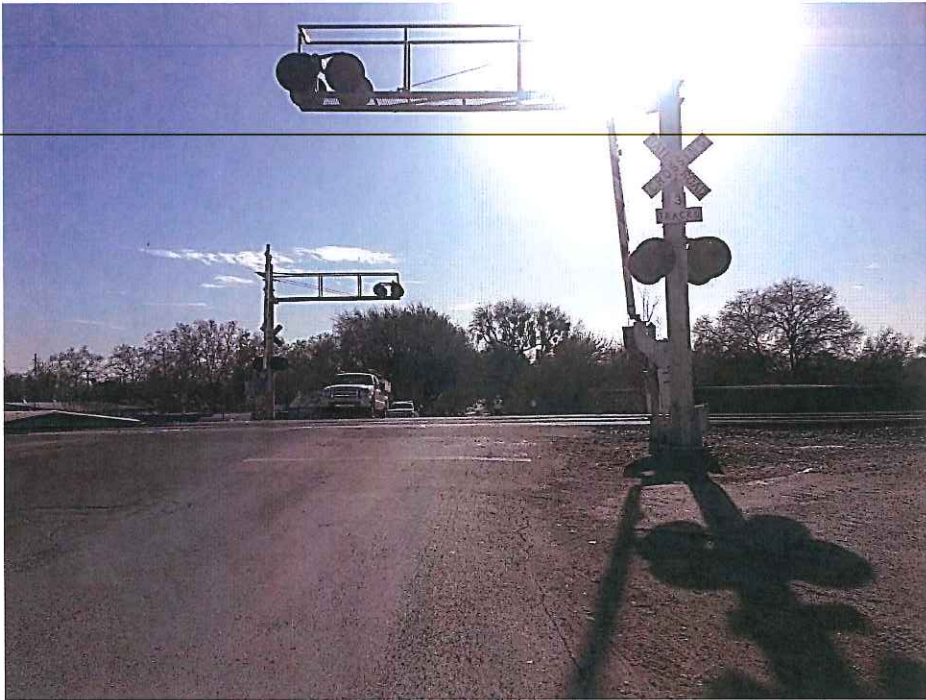
STOP SIGHT DISTANCE ALONG SB OF 28th STREET



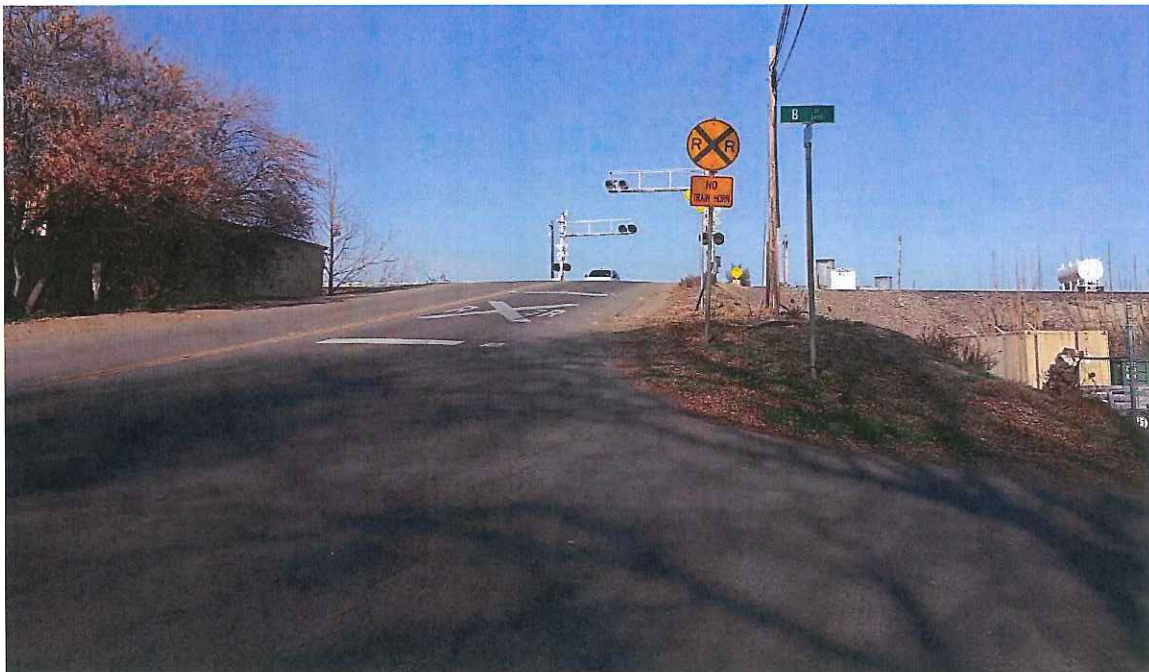
FRIDAY, JANUARY 24, 2014.

2:00 PM, SUNNY

PERFORMED BY AG & HK



28th Street southbound approach to the UPRR crossing



28th Street northbound approach to the B Street intersection

*Caltrans Bridge Inspection Report of
A Street Bridge*



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 24 0131
Facility Carried: A ST
Location : 03-SAC-051-1.77-SAC
City : SACRAMENTO
Inspection Date : 03/09/2011

Bridge Inspection Report

Inspection Type

Routine FC Underwater Special Other

STRUCTURE NAME: A STREET OC

CONSTRUCTION INFORMATION

Year Built : 1954 Skew (degrees): 15
Year Widened: N/A No. of Joints : 2
Length (m) : 35.4 No. of Hinges : 0

Structure Description: RC continuous girder span with RC 2-column frame bent and RC closed end backfilled cantilever abutments all on concrete piles.

Span Configuration : 2@16.8m

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: 49 metric tonnes Calculation Method: LOAD FACTOR
Operating Rating: 81.6 metric tonnes Calculation Method: LOAD FACTOR
Permit Rating : P P P P P
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.5m br, 9.7, 0.5m br
Total Width: 10.7 m Net Width: 8.5 m No. of Lanes: 2
Rail Description: Concrete baluster Rail Code : 0000
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Facility Name	Func Class	Lanes	Horiz Clr (m)	Vert Clr (m)
STATE ROUTE 51	12	8	15.60	5.18

Channel Description: N.A.

CONDITION TEXT

HISTORY

The structure does not currently carry traffic. It is gated on both the Abutment 1/Railroad side and on the Abutment 2/Landfill side.

CONDITION OF STRUCTURE

The deck is covered by an AC overlay in Span 1 and bare in Span 2.

The joints are failing and partially buried in dirt from the unused approach roadway.

The right side exterior girder in Span 2 exhibits a high load hit spall over the #3 Westbound lane measuring 1' wide by 6" tall with no exposed reinforcement. This has been previously reported and does not appear to have changed.

The soffit exhibits mild efflorescence at various locations. No staining or other distress was observed.

Vertical clearances were not verified due to traffic constraints.

CONDITION TEXT

SAFE LOAD CAPACITY

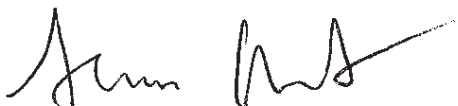
The Load Rating for this structure is currently under review by SMI. An updated Load Rating will be submitted when this review is complete.

<u>ELEMENT INSPECTION RATINGS</u>									
Elem No.	Element Description	Env	Total Qty Units	Qty in each Condition State					
				St. 1	St. 2	St. 3	St. 4	St. 5	
12	Concrete Deck - Bare	2	185 sq.m.	185	0	0	0	0	0
14	Concrete Deck - Protected w/ AC Overlay	2	185 sq.m.	185	0	0	0	0	0
110	Reinforced Conc Open Girder/Beam	2	169 m.	169	0	0	0	0	0
205	Reinforced Conc Column or Pile Extension	2	2 ea.	2	0	0	0	0	0
215	Reinforced Conc Abutment	2	22 m.	22	0	0	0	0	0
234	Reinforced Conc Cap	2	11 m.	11	0	0	0	0	0
301	Pourable Joint Seal	2	17 m.	0	0	17	0	0	0
339	Concrete Railing (aesthetic/masonry)	2	31 m.	31	0	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 02/10/1984 EstCost: \$155,800 F1-03 / F2-6 / F3-5 / Rail Type-C.WIN
 Action : Railing-Upgrade StrTarget: 2 YEARS
 Work By: STRAIN DistTarget:
 Status : PROPOSED EA:

Inspected By : S.Hart/SA.Silveira


 Shawn Hart (Registered Civil Engineer)



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 24 0131
 (5) INVENTORY ROUTE(ON/UNDER)- UNDER 231000510
 (2) HIGHWAY AGENCY DISTRICT 03
 (3) COUNTY CODE 067 (4) PLACE CODE 64000
 (6) FEATURE INTERSECTED- ROUTE 51
 (7) FACILITY CARRIED- A ST
 (9) LOCATION- 03-SAC-051-1.77-SAC
 (11) MILEPOINT/KILOMETERPOINT 1.77
 (12) BASE HIGHWAY NETWORK- PART OF NET 1
 (13) LRS INVENTORY ROUTE & SUBROUTE 00000005101
 (16) LATITUDE 38 DEG 35 MIN 00 SEC
 (17) LONGITUDE 121 DEG 27 MIN 36 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- TEE BEAM CODE 204
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 2
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1954
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY-PEDESTRIAN 5
 UNDER- HIGHWAY W/WO PEDESTF 1
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 08
 (29) AVERAGE DAILY TRAFFIC 175000
 (30) YEAR OF ADT 2010 (109) TRUCK ADT 6 %
 (19) BYPASS, DETOUR LENGTH 10 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 16.8 M
 (49) STRUCTURE LENGTH 35.4 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 8.5 M
 (52) DECK WIDTH OUT TO OUT 10.7 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 10.4 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 15 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 5.18 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 15.6 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- HIGHWAY 5.18 M
 (55) MIN LAT UNDERCLEAR RT REF- HIGHWAY 2.4 M
 (56) MIN LAT UNDERCLEAR LT 1.7 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

SUFFICIENCY RATING = 88.0
 STATUS FUNCTIONALLY OBSOLETE
 HEALTH INDEX 98.8
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION *****

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- PRIN ART FWY/EXP URBAN 12
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - PART OF NET 1
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- STATE HIGHWAY AGENCY 01
 (22) OWNER- STATE HIGHWAY AGENCY 01
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION *****

(58) DECK 7
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION N
 (62) CULVERTS N

***** LOAD RATING AND POSTING *****

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 81.6
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 49
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL *****

(67) STRUCTURAL EVALUATION 7
 (68) DECK GEOMETRY 7
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL 3
 (71) WATER ADEQUACY N
 (72) APPROACH ROADWAY ALIGNMENT 8
 (36) TRAFFIC SAFETY FEATURES 0000
 (113) SCOUR CRITICAL BRIDGES N

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- MISC STRUCTURAL WORK CODE 38
 (76) LENGTH OF STRUCTURE IMPROVEMENT 35.4 M
 (94) BRIDGE IMPROVEMENT COST \$455,000
 (95) ROADWAY IMPROVEMENT COST \$45,000
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE 1999
 (114) FUTURE ADT 213400
 (115) YEAR OF FUTURE ADT 2028

***** INSPECTIONS *****

(90) INSPECTION DATE 03/11 (91) FREQUENCY 48 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



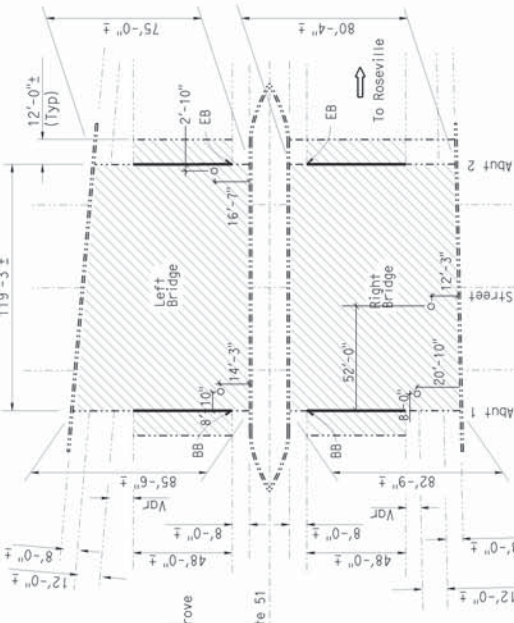


Photo No. 1
Elevation View Looking North

QUANTITIES

G STREET UC	BR NO 24-0190L/R
CLEAN BRIDGE DECK	21,536
EXPANDED JOINT	138
CORE TREATED BRIDGE DECK	193
JOINT SEAL (WR 175)	193
FURFISH BRIDGE DECK TREATMENT MATERIAL	21,240

BR NO 24-0190L/R



NOTES: (APPLY TO ALL SHEETS)

----- Indicates existing.

NOTE: THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Sac	51, 80	Var	12	20

REGISTERED CIVIL ENGINEER DATE: 1-7-08
 MATTHEW R. LEE
 No. C 9898
 Exp. 6-30-09
 CIVIL
 PROFESSIONAL SEAL

PLANS APPROVAL DATE: 1-7-08
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

NOTES: (APPLY TO THIS SHEET ONLY)



Indicates limits of clean and treat existing bridge deck with high molecular weight methacrylate. Take (2) - 2 inch diameter x 5 inch deep concrete cores in each span. Cores shall be taken over an existing deck crack, and the exact location of cores is to be determined by the Engineer. Patch cored holes with rapid setting concrete.



Indicates location of existing joint seal removal and placement of new joint seal.



CORE TREATED BRIDGE DECK CORRECTIONS

STANDARD PLANS DATED MAY 2006

SHEET NO. TITLE

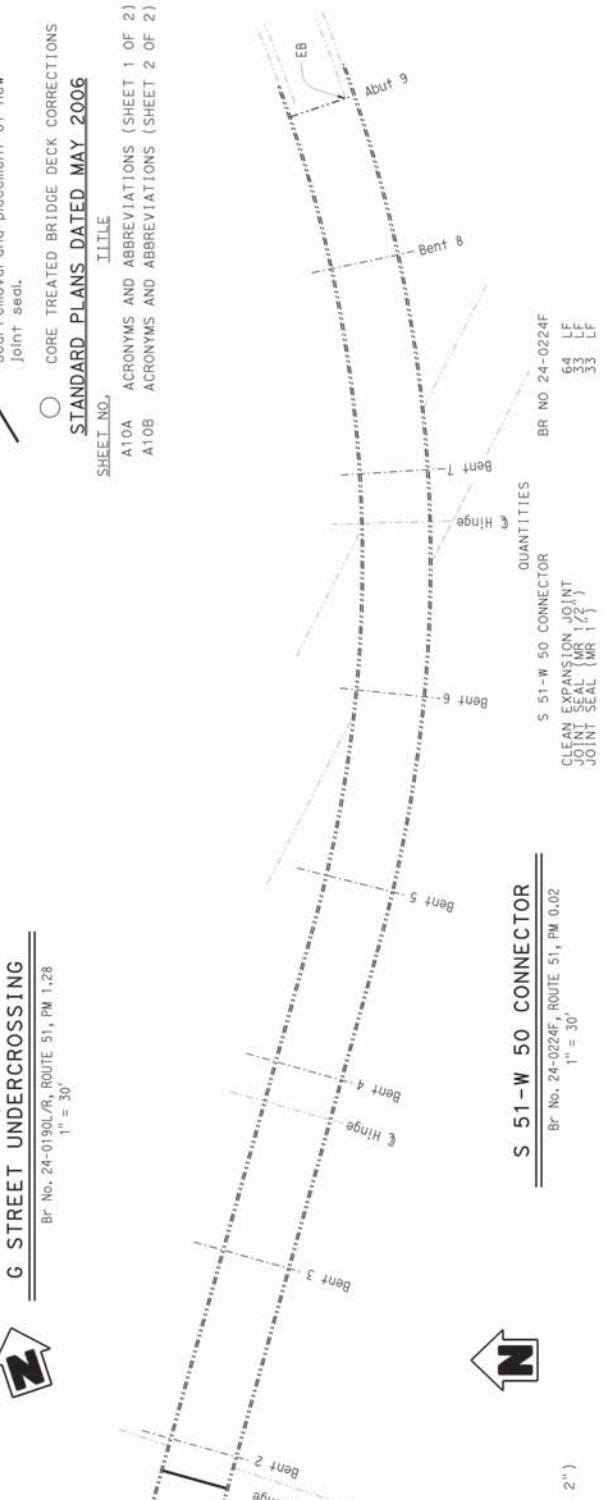
- A10A ACRONYMS AND ABBREVIATIONS (SHEET 1 OF 2)
- A10B ACRONYMS AND ABBREVIATIONS (SHEET 2 OF 2)

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLAN NO. 1
2	GENERAL PLAN NO. 2
3	GENERAL PLAN NO. 3
4	GENERAL PLAN NO. 4
5	GENERAL PLAN NO. 5
6	GENERAL PLAN NO. 6
7	GENERAL PLAN NO. 7
8	JOINT SEAL TABLE AND DETAILS
9	JOINT SEAL (MAXIMUM MOVEMENT RATING = 2")

S 51-W 50 CONNECTOR

BR NO. 24-0224F, ROUTE 51, PM 0.02
 1" = 30'



QUANTITIES

S 51-W 50 CONNECTOR
 BR NO 24-0224F
 CLEAN EXPANSION JOINT
 JOINT SEAL (WR 175)
 64 LF
 33 LF

DESIGN BY: MATT LEE CHECKED BY: DAVID KISH QUANTITIES BY: MATT LEE	LAYOUT SPECIFICATIONS BY: TANYA KERSHELL	CHECKED BY: T. BOLLA CHECKED BY: T. BOLLA CHECKED BY: T. FOWELL	DESIGN TITLE: STRUCTURES MAINTENANCE GENERAL PLAN & DETAILS SHEET (ENGLISH) (REV. 5/17/08)	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION					STRUCTURE MAINTENANCE DESIGN		BR NO. 24-0224F		GENERAL PLAN NO. 1	
				DIVISION OF MAINTENANCE					DESIGN		EA 125701		CUI 03229	

DIST	COUNTY	ROUTE	POST MILES	TOTAL SHEETS
03	Sac	51, 80	Var	13 20

REGISTERED CIVIL ENGINEER DATE: 1-7-08
MATHIAS R. LEE
No. C 5699
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE: 1-7-08
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

NOTES: (APPLY TO THIS SHEET ONLY)

Indicates limits of clean and treat existing bridge deck with high molecular weight methacrylate. Take (2) - 2 inch diameter x 5 inch deep concrete cores in each span. Cores shall be taken over an existing deck crack, and the exact location is to be determined by the Engineer. Patch cored holes with rapid setting concrete.

○ CORE TREATED BRIDGE DECK LOCATIONS

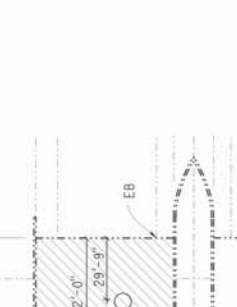
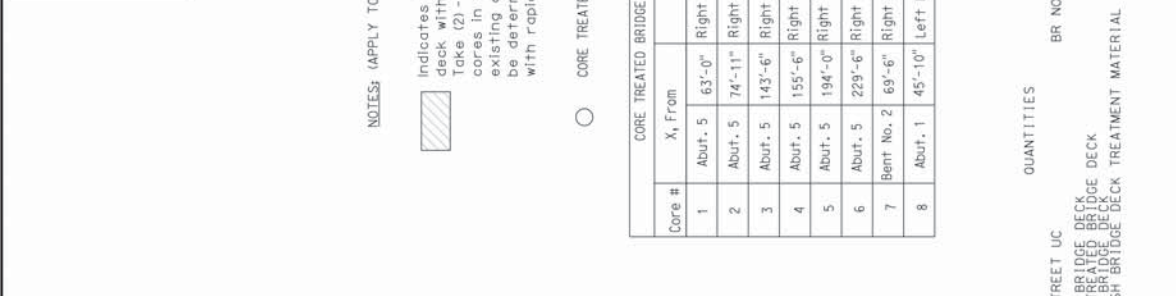
Core #	X, From	Y, From	Bridge #
1	Abut. 1	Right Barrier Rail	24-0189S
2	Abut. 1	Left Barrier Rail	24-0189S
3	Abut. 1	Left Barrier Rail	24-0189S
4	Abut. 1	Left Barrier Rail	24-0189S
5	Abut. 1	Left Barrier Rail	24-0189S
6	Abut. 1	Left Barrier Rail	24-0189S
7	Abut. 5	Left Barrier Rail	24-0189S
8	Abut. 5	Left Barrier Rail	24-0189S

Core #	X, From	Y, From	Bridge #
1	Abut. 5	Right Barrier Rail	24-0189K
2	Abut. 5	Right Barrier Rail	24-0189K
3	Abut. 5	Right Barrier Rail	24-0189K
4	Abut. 5	Right Barrier Rail	24-0189K
5	Abut. 5	Right Barrier Rail	24-0189K
6	Abut. 5	Right Barrier Rail	24-0189K
7	Bent No. 2	Right Barrier Rail	24-0189K
8	Abut. 1	Left Barrier Rail	24-0189K

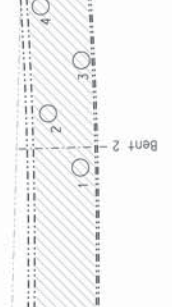
QUANTITIES

H STREET UC
CLEAN BRIDGE DECK
CORE TREATED BRIDGE DECK
FURNISH BRIDGE DECK TREATMENT MATERIAL

BR NO. 24-0189K/L/S
31,547 SOFT
31,520 EAT
31,352 GAL



Core #	X, From	Y, From	Bridge #
1	Abut. 1	Right Barrier Rail	24-0189S
2	Abut. 1	Left Barrier Rail	24-0189S
3	Abut. 1	Left Barrier Rail	24-0189S
4	Abut. 1	Left Barrier Rail	24-0189S
5	Abut. 1	Left Barrier Rail	24-0189S
6	Abut. 1	Left Barrier Rail	24-0189S
7	Abut. 5	Left Barrier Rail	24-0189S
8	Abut. 5	Left Barrier Rail	24-0189S



H STREET UNDERCROSSING

Br No. 24-0189L/R/S/K, ROUTE 51, FW 1.15 (ramps), 1.20 (mainline)
1" = 30'

DIST	COUNTY	ROUTE	POST MILES	TOTAL SHEETS
03	Sac	51, 80	Var	13 20

REGISTERED CIVIL ENGINEER DATE: 1-7-08
MATHIAS R. LEE
No. C 5699
Exp. 6-30-09
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE: 1-7-08
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

NOTES: (APPLY TO THIS SHEET ONLY)

Indicates limits of clean and treat existing bridge deck with high molecular weight methacrylate. Take (2) - 2 inch diameter x 5 inch deep concrete cores in each span. Cores shall be taken over an existing deck crack, and the exact location is to be determined by the Engineer. Patch cored holes with rapid setting concrete.

○ CORE TREATED BRIDGE DECK LOCATIONS

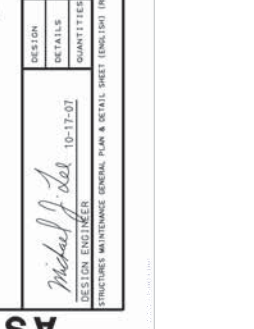
Core #	X, From	Y, From	Bridge #
1	Abut. 1	Right Barrier Rail	24-0189S
2	Abut. 1	Left Barrier Rail	24-0189S
3	Abut. 1	Left Barrier Rail	24-0189S
4	Abut. 1	Left Barrier Rail	24-0189S
5	Abut. 1	Left Barrier Rail	24-0189S
6	Abut. 1	Left Barrier Rail	24-0189S
7	Abut. 5	Left Barrier Rail	24-0189S
8	Abut. 5	Left Barrier Rail	24-0189S

Core #	X, From	Y, From	Bridge #
1	Abut. 5	Right Barrier Rail	24-0189K
2	Abut. 5	Right Barrier Rail	24-0189K
3	Abut. 5	Right Barrier Rail	24-0189K
4	Abut. 5	Right Barrier Rail	24-0189K
5	Abut. 5	Right Barrier Rail	24-0189K
6	Abut. 5	Right Barrier Rail	24-0189K
7	Bent No. 2	Right Barrier Rail	24-0189K
8	Abut. 1	Left Barrier Rail	24-0189K

QUANTITIES

H STREET UC
CLEAN BRIDGE DECK
CORE TREATED BRIDGE DECK
FURNISH BRIDGE DECK TREATMENT MATERIAL

BR NO. 24-0189K/L/S
31,547 SOFT
31,520 EAT
31,352 GAL



H STREET UNDERCROSSING

Br No. 24-0189L/R/S/K, ROUTE 51, FW 1.15 (ramps), 1.20 (mainline)
1" = 30'

AS BUILT CORRECTIONS

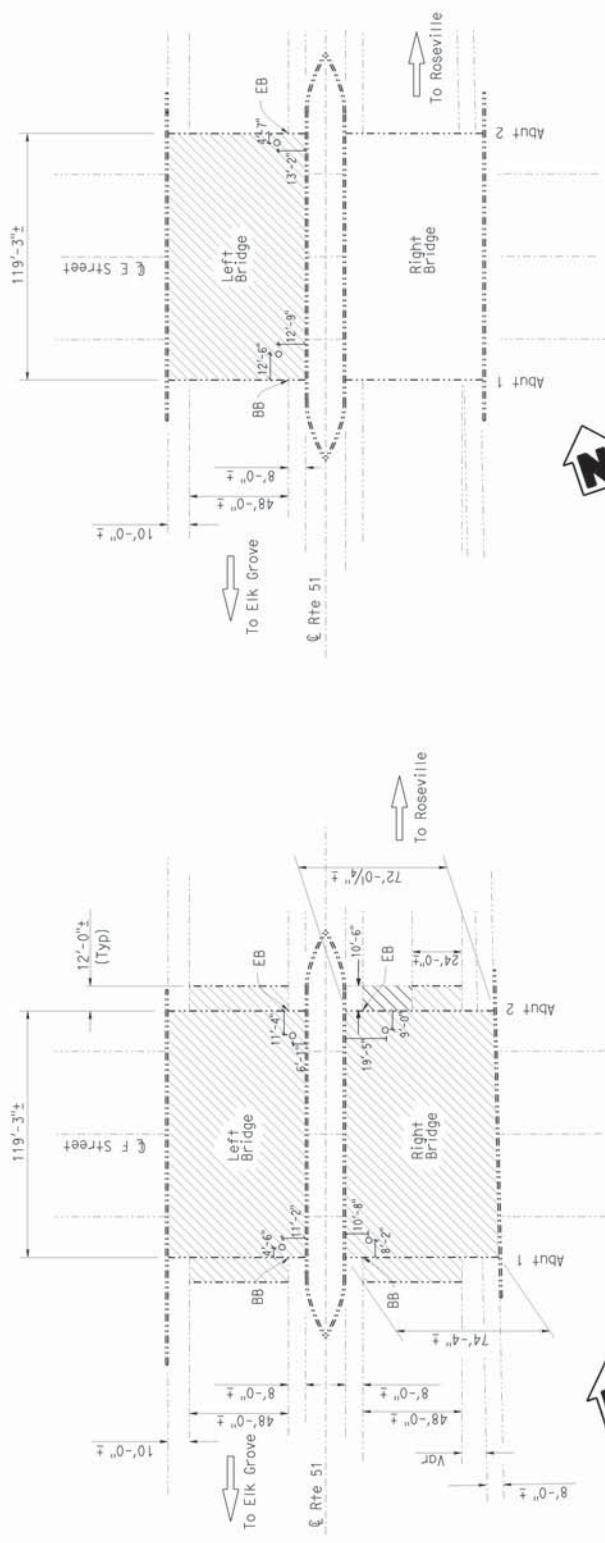
CORRECTIONS TRANSMITTED BY: M
 FIELD CORRECTIONS BY: THJ PUM
 TRANSMITTED DATE: 09-26-202
 FIELD CORRECTION DATE: 09-26-202
 CONTRACT NO. 03-ES104

DIST	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
03	Sac	51	1.80	14	20

REGISTERED CIVIL ENGINEER DATE: 1-7-08
 MATHIAS R. LEE
 No. C 9698
 Exp. 6-30-09
 CIVIL ENGINEER

NOTES: (APPLY TO THIS SHEET ONLY)

- Indicates limits of clean and treat existing bridge deck with high molecular weight methacrylate. Take (2) - 2 inch diameter x 5 inch deep concrete cores in each span. Cores shall be taken over an existing crack and the exact location is to be determined by the Engineer. Patch cored holes with rapid setting concrete.
- Indicates location of existing joint seal removal and placement of new joint seal.



F STREET UNDERCROSSING

BR No. 24-0191X/R, ROUTE 51, PM 1.36
 1" = 30'

F STREET UC
 CLEAN BRIDGE DECK
 CORE TREATED BRIDGE DECK
 PATCH BRIDGE DECK
 FURNISH BRIDGE DECK TREATMENT MATERIAL

QUANTITIES	BR NO 24-0191X/R
18,612	SOFT
4	E.A.
18,612	SOFT
207	GAL

E STREET UNDERCROSSING

BR No. 24-0192L, ROUTE 51, PM 1.44
 1" = 30'

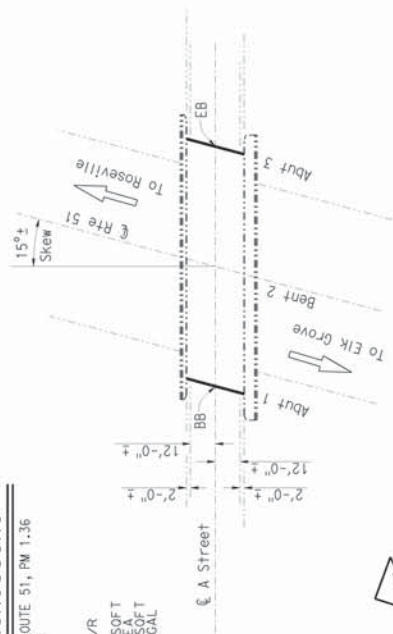
E STREET UC
 CLEAN BRIDGE DECK
 CORE TREATED BRIDGE DECK
 PATCH BRIDGE DECK
 FURNISH BRIDGE DECK TREATMENT MATERIAL

QUANTITIES	BR NO 24-0192L
7,871	SOFT
7,872	E.A.
7,888	GAL

A STREET OVERCROSSING

BR No. 24-0131, ROUTE 51, PM 1.77
 1" = 30'

CLEAN EXPANSION JOINT
 JOINT SEAL (MR 172)



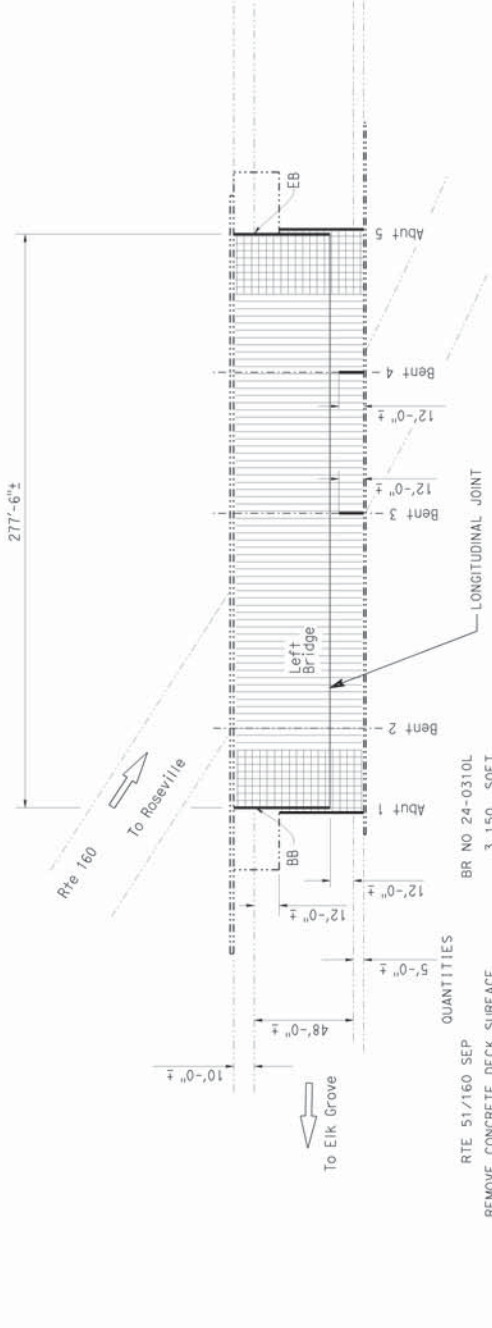
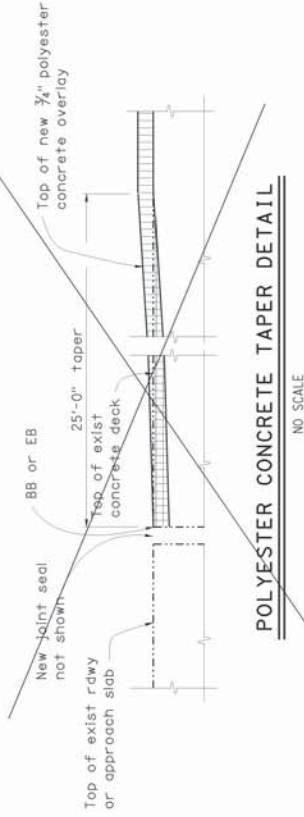
DESIGN ENGINEER <i>Michael J. Lee</i>	DESIGN DATE: 10-17-07	CHECKED BY: MATT LEE	CHECKED BY: T. BOLLA	CHECKED BY: T. BOLLA	DATE: 10-17-07
	DETAILS BY: DAVID KISH	LAYOUT BY: DAVID KISH	LAYOUT BY: T. BOLLA	PLANS AND SPECIFICATIONS BY: T. BOLLA	DATE: 10-17-07
	QUANTITIES BY: MATT LEE	SPECIFICATIONS BY: TANYA KERSHELL	ORIGINAL SCALE IN INCHES FOR REBAR PLAN	COMPARED TO SPECIFICATIONS BY: T. BOLLA	DATE: 10-17-07
STRUCTURES MAINTENANCE GENERAL PLAN & DETAILS SHEET (ENGLISH) (REV. 5/17/08)				FILE: 03-ES104-restor-03pgs.dgn	
DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN			STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		
BRIDGE NO. VARIOUS POST MILES VARIOUS			BR NO 24-0131		
GENERAL PLAN NO. 3			BR NO 24-0131		
DATE: 10-17-07			DATE: 10-17-07		
3			9		

AS BUILT CORRECTIONS

DIST	COUNTY	ROUTE	POST MILES	TOTAL SHEETS	TOTAL SHEETS
03	Sac	51-80	VAR	15	20

REGISTERED CIVIL ENGINEER DATE: 1-7-08
 PLANS APPROVAL DATE: 1-7-08
 MATTHEW R. LEE, P.E. CIVIL
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

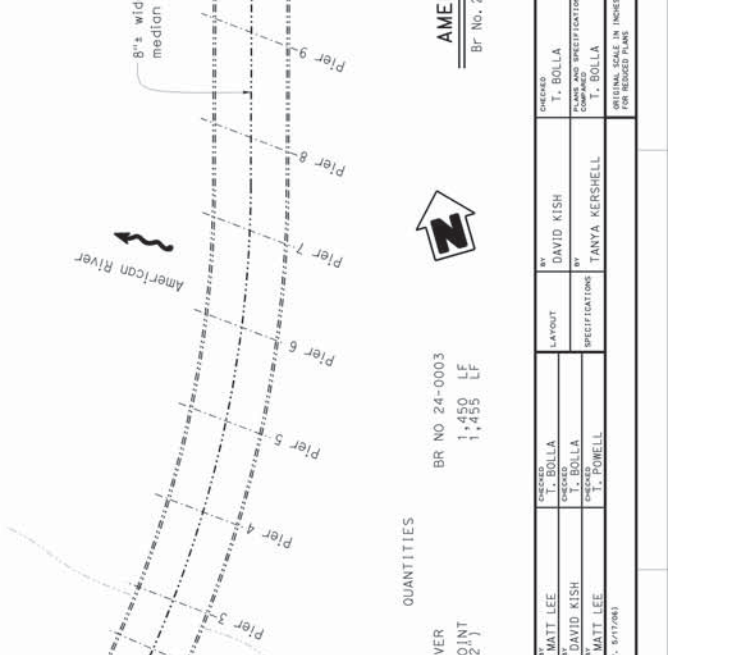
- NOTES: (APPLY TO THIS SHEET ONLY)**
- Indicates limits of prepare concrete bridge deck surface and place new $\frac{3}{4}$ " depth polyester concrete overlay.
 - Indicates limits of grind existing concrete deck. See "POLYESTER CONCRETE TAPER DETAIL".
 - Indicates location of existing joint seal removal and placement of new joint seal.



ROUTE 51/160 SEPARATION

BR No. 24-0130L, ROUTE 51, PM 3.63
1" = 30'

- QUANTITIES**
- | | | |
|--------------------------------------|--------|------|
| RTE 51/160 SEP | 3,150 | SOFT |
| REMOVE CONCRETE DECK SURFACE | 17,487 | SOFT |
| PREPARE CONCRETE BRIDGE DECK SURFACE | 17,487 | CF |
| FURNISH POLYESTER CONCRETE OVERLAY | 17,487 | CF |
| PLACE POLYESTER CONCRETE OVERLAY | 1,487 | SOFT |
| JOINT SEAL (WR 2) | 109 | LF |
| JOINT SEAL (WR 2) | 93 | LF |



AMERICAN RIVER

BR No. 24-0003, ROUTE 51, PM 2.61
1" = 80'

- QUANTITIES**
- | | | |
|-----------------------|-------|----|
| AMERICAN RIVER | 1,450 | LF |
| CLEAN EXPANSION JOINT | 1,455 | LF |
| JOINT SEAL (WR 1/2") | | |

DESIGN ENGINEER <i>Michael J. Del</i> DATE: 10-17-07	DESIGN BY: MATT LEE	LAYOUT BY: DAVID KISH	CHECKED BY: T. BOLLA	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO. VARIOUS	ROUTE 51, 80 & 99 BRIDGES
	DETAILS BY: DAVID KISH	SPECIFICATIONS BY: TANYA KERSHELL	PLANS AND SPECIFICATIONS COMPARED BY: T. BOLLA	DESIGN DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	POST OFFICE VARIOUS	GENERAL PLAN NO. 4
QUANTITIES BY: MATT LEE				CU 03229 EA 1E5701	DATE: 10-17-07	
STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 5/17/08)						

DIST	COUNTY	ROUTE	POST MILES	TOTAL SHEETS
03	Sac	51, 80	Vgr	16
REGISTERED CIVIL ENGINEER		DATE	1-7-08	PLANS APPROVAL DATE
Matthew Lee			1-7-08	1-7-08
MATTHEW R. LEE No. C 5698 No. E 35-09 CIVIL REGISTERED PROFESSIONAL ENGINEER				
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.				

NOTES: APPLY TO THIS SHEET ONLY)

Indicates limits of clean and treat existing bridge deck with high molecular weight methacrylate. Take (2) - 2 inch diameter x 5 inch deep concrete cores in each span. Cores shall be taken over an existing crack, and the exact location is to be determined by the Engineer. Patch cored holes with rapid setting concrete.

Indicates limits of prepare concrete bridge deck surface and place new $\frac{3}{4}$ " depth polyester concrete overlay.

Indicates limits of remove existing $\frac{3}{4}$ " depth AC overlay.

Indicates limits of grind existing concrete deck. See "POLYESTER CONCRETE TAPER DETAIL" on "GENERAL PLAN NO. 4" sheet.

Indicates location of existing joint seal removal and placement of new joint seal.

○ CORE TREATED BRIDGE DECK LOCATIONS

NO JOINT SEAL BECAUSE THERE IS NO APPROACH SLAB. (AC & AB NEXT TO BRIDGE)

QUANTITIES

BR NO 24-0132R, ROUTE 51, PM 4.14
1" = 30'

ARDEN WAY RAMP UNDERCROSSING

REMOVE ASPHALT CONCRETE SURFACING
CLEAN BRIDGE DECK SURFACE
CORE TREATED BRIDGE DECK
POLYESTER CONCRETE OVERLAY
FURNISH BRIDGE DECK TREATMENT MATERIAL

BR NO 24-0132R
4,380 SOFT
9,240 SOFT
9,153 LF
1,729 CF
9,153 LF
1,559 LF



QUANTITIES

BR NO 24-0126S, ROUTE 51, PM 8.06
1" = 30'

WATT AVENUE OVERCROSSING

REMOVE ASPHALT CONCRETE SURFACING
CLEAN BRIDGE DECK SURFACE
CORE TREATED BRIDGE DECK
POLYESTER CONCRETE OVERLAY
FURNISH BRIDGE DECK TREATMENT MATERIAL

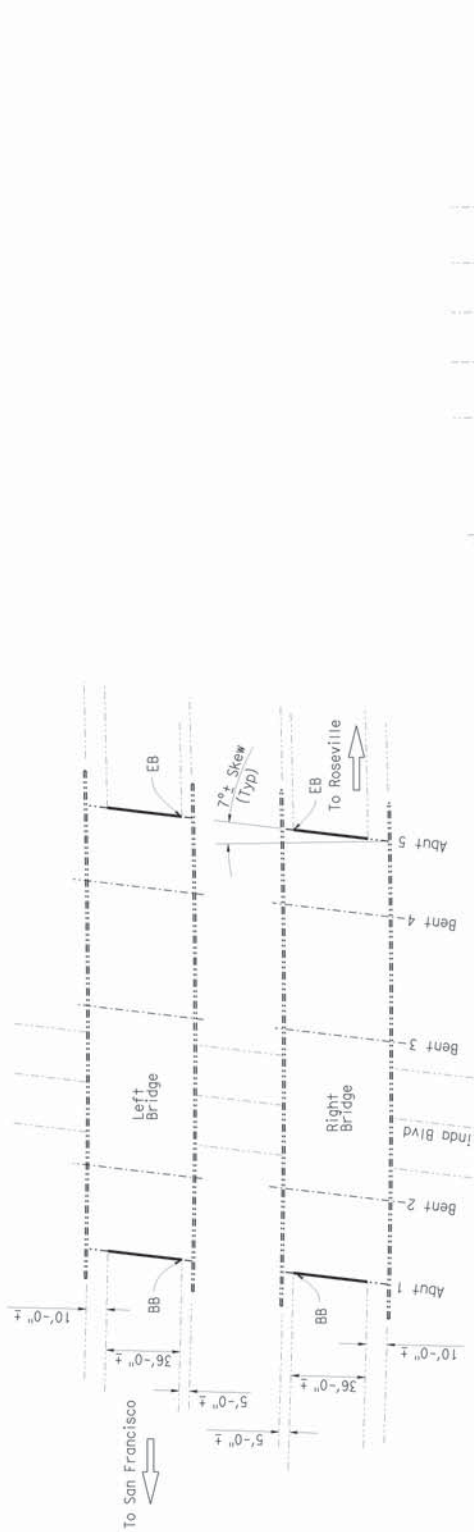
BR NO 24-0126S
1,994 SOFT
31,395 SOFT
3,332 LF
3,332 LF
3,332 LF

DESIGN	BY	CHECKED	BY	DESIGNED	BY	BY	BY
10-17-07	MATT LEE	T. BOLLA	DAVID KISH	DAVID KISH	T. BOLLA	T. BOLLA	T. BOLLA
DESIGN ENGINEER	LAYOUT	PLANS AND SPECIFICATIONS	COMPARISON	ORIGINAL SCALE IN INCHES	FOR REVISION	DATE	REVISION
10-17-07	10-17-07	10-17-07	10-17-07	10-17-07	10-17-07	10-17-07	10-17-07

DIST	COUNTY	ROUTE	POST MILES	SHEET TOTAL
03	51	80	VGF	17 20
REGISTERED CIVIL ENGINEER DATE 1-7-08				
PLANS APPROVAL DATE: 1-7-08 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.				

NOTES: (APPLY TO THIS SHEET ONLY)

Indicates location of existing joint seal removal and placement of new joint seal.



RIO LINDA BOULEVARD UNDERCROSSING

Br No. 24-0203L/R, ROUTE 80, PM M6.60
1" = 30'

QUANTITIES

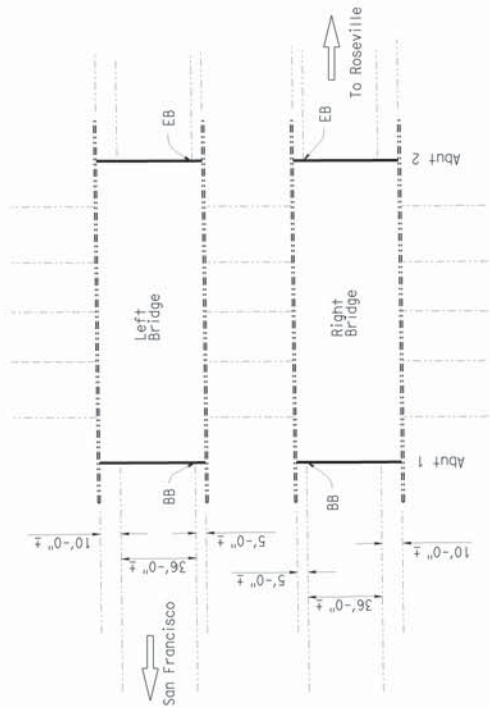
RIO LINDA BLVD UC
 CLEAN EXPANSION JOINT 146 LF
 JOINT SEAL (MR 1") 148 LF

WINTERS STREET UNDERCROSSING

Br No. 24-0205L/R, ROUTE 80, PM M8.67
1" = 30'

QUANTITIES

WINTERS STREET UC
 CLEAN EXPANSION JOINT 204 LF
 JOINT SEAL (MR 1") 205 LF



DESIGNER MATT LEE 10-17-07 DESIGN ENGINEER	DESIGN BY MATT LEE	CHECKED BY T. BOLLA T. BOLLA	LAYOUT BY DAVID KISH TANYA KERSHALL	CHECKED BY T. BOLLA T. BOLLA T. POWELL	CHECKED BY DAVID KISH TANYA KERSHALL	CHECKED BY T. BOLLA T. BOLLA T. POWELL	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN	BRIDGE NO. VARIOUS POST MILE VARIES	ROUTES 51, 80 & 99 BRIDGES GENERAL PLAN NO. 6
	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN	ORIGINAL SCALE IN INCHES FOR REVISION PLAN

DIST COUNTY ROUTE POST MILES TOTAL SHEETS
 03 SAC 51, 80 VGF 18 20

REGISTERED CIVIL ENGINEER DATE X
 1-7-08
 MATTHEW R. LEE
 No. C 5898
 No. E-35-09
 CIVIL
 STATE OF CALIFORNIA

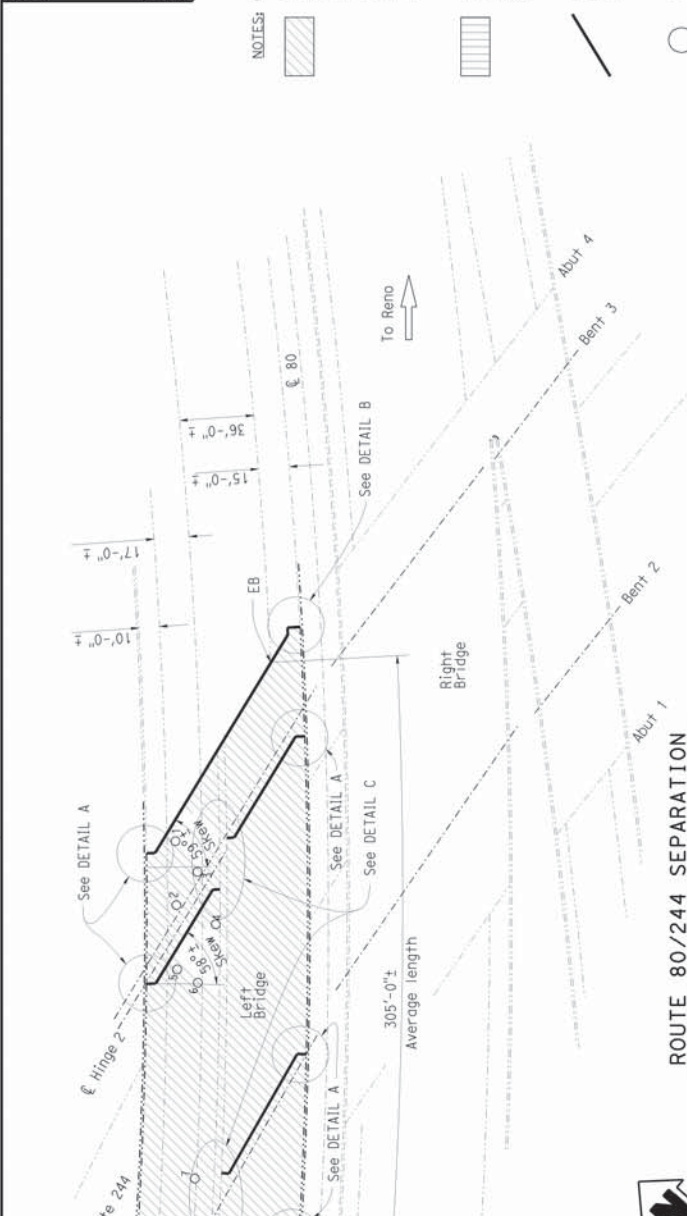
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

NOTES (APPLY TO THIS SHEET ONLY)

Indicates limits of clean and treat existing bridge deck with high molecular weight methacrylate. Take (2) - 2 inch diameter x 5 inch deep concrete cores over an existing deck crack, and the exact location of the cores is to be determined by the Engineer. Patch cored holes with rapid setting concrete.

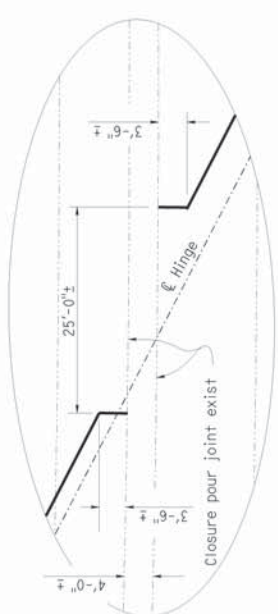
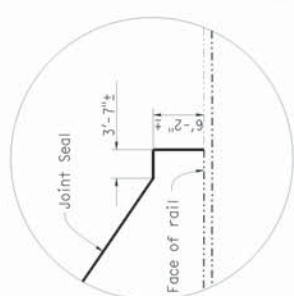
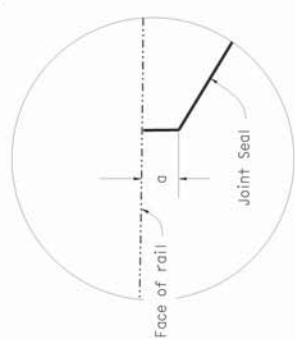
Indicates limits of remove 1" depth of damaged concrete, prepare bridge deck surface and place 1" polyester concrete overlay.

Indicates location of existing joint seal removal and placement of new joint seal.



Core #	X, From	Y, From	Bridge #
1	Abut. 4	7'-0" Right Barrier Rail	4'-0" 24-0292L
2	Abut. 4	26'-0" Right Barrier Rail	13'-0" 24-0292L
3	Abut. 4	33'-0" Right Barrier Rail	20'-0" 24-0292L
4	Hinge 2	8'-0" Right Barrier Rail	31'-0" 24-0292L
5	Hinge 2	7'-0" Right Barrier Rail	13'-0" 24-0292L
6	Hinge 2	23'-0" Right Barrier Rail	20'-0" 24-0292L
7	Hinge 1	30'-0" Right Barrier Rail	30'-0" 24-0292L
8	Hinge 1	33'-0" Right Barrier Rail	22'-0" 24-0292L

ROUTE 80/244 SEPARATION
 Br No. 24-0292L, ROUTE 80, PM R11.08
 1" = 30'



QUANTITIES

Br No. 24-0292L

REMOVE UNSOUND CONCRETE	BRIDGE NO.
CONCRETE BRIDGE DECK SURFACE	76
SOFT	918
PREPARE BRIDGE DECK	23,400
SOFT	650
CLEAN BRIDGE JOINT	650
FURNISH POLYESTER CONCRETE OVERLAY	918
SOFT	132
PLACE POLYESTER CONCRETE OVERLAY	918
EA	132
CORE TREATED BRIDGE DECK	483
JOINT SEAL (WR 175)	260
TREAT BRIDGE DECK	23,400
SOFT	260
FURNISH BRIDGE DECK TREATMENT MATERIAL	23,400
GAL	260

DETAIL A
 NO SCALE

Abut 1 & 4 a = 7'-0"
 Hinge 2 a = 4'-6"
 Hinge 3 a = 4'-6"

DETAIL B
 NO SCALE

DETAIL C
 NO SCALE

AS BUILT CORRECTIONS

DESIGNER: *Michael Lee*
 DESIGN DATE: 10-17-07
 STRUCTURES MAINTENANCE GENERAL PLAN & DETAIL SHEET (ENGLISH) (REV. 5/17/08)

DESIGN ENGINEER: MATT LEE
 QUANTITIES BY: MATT LEE
 DETAILS BY: DAVID KISH
 LAYOUT BY: TANYA KERSHALL
 CHECKED BY: T. BOLLA
 CHECKED BY: T. BOLLA
 CHECKED BY: T. BOLLA

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
 STRUCTURE MAINTENANCE
 DESIGN

BRIDGE NO. VARIOUS
 POST YEAR VARIOUS

ROUTES 51, 80 & 99 BRIDGES
GENERAL PLAN NO. 7

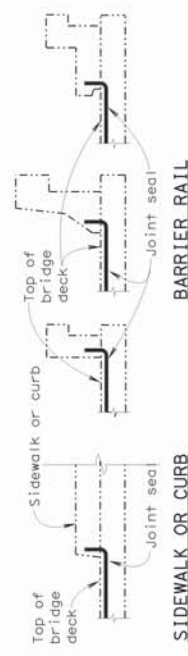
CU 03229
 EA 125701

DATE: 10/17/07
 SHEET NO.: 7
 TOTAL SHEETS: 9

JOINT SEAL TABLE

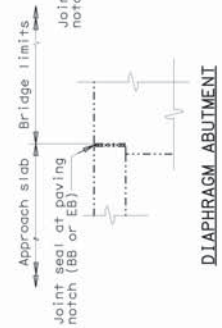
BRIDGE NUMBER	LOCATION	MINIMUM "MR" (in)	APPROXIMATE LENGTH (Ft)	EXISTING WATERSTOP	APPROX DEPTH TO CLEAN EXP JOINT (in)	
24-0224F	Abut 1	PN	32.0	NO	12	
	Hinge, Span 1	H	32.0	YES	8	
	Abut 1	PN	48	NO	12	
24-0190L	Abut 1	PN	48	NO	12	
	Abut 2	PN	48	NO	12	
24-0190R	Abut 1	PN	29.2	NO	60	
	Abut 3	BW	29.2	NO	12	
	Abut 1	BW	90.7	NO	12	
24-0003	Bent 12		90.7	NO	8	
	Bent 13		90.7	NO	8	
	Bent 14		90.7	NO	8	
	Bent 15		90.7	NO	8	
	Bent 16		90.7	NO	8	
	Bent 17		90.7	NO	8	
	Bent 18	B	1/2 *	90.7	NO	8
	Bent 19		90.7	NO	8	
	Bent 20		90.7	NO	8	
	Bent 21		90.7	NO	8	
	Bent 22		90.7	NO	8	
	Bent 23		90.7	NO	8	
24-0130L	Bent 3	B	12.0	YES	8	
	Bent 4		12.0	NO	9	
	Abut 5	BW	41.0	NO	12	
	Abut 1	PN	78.5	NO	12	
	Abut 4	PN	75.2	NO	48	
24-0203L	Abut 1	PN	36.8	NO	11.5	
	Abut 5	PN	36.8	NO	11.5	
	Abut 1	PN	51.0	NO	11.5	
24-0205L	Abut 1	PN	51.0	NO	11.5	
	Abut 2	PN	51.0	NO	11.5	
24-0205R	Abut 1	PN	186.7	NO	8	
	Bent 2	H	155.6	YES	8	
	Bent 3		122.0	NO	11.5	

LEGEND:
 BB - Paving Notch at beginning of bridge
 EB - Paving Notch at end of bridge
 * - Indicates Silicone Seal



JOINT SEAL AT LOW SIDE OF DECK

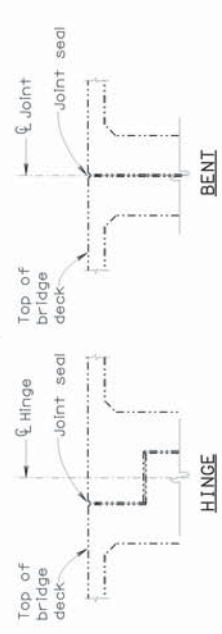
NOTES: Details shown for illustration purposes only.
 For use only where deck joint matches the sidewalk, curb or barrier rail joint.



DIAPHRAGM ABUTMENT

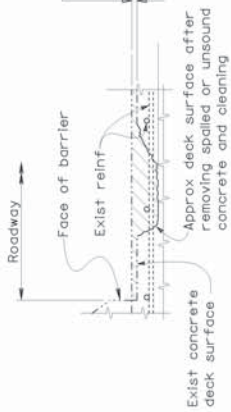
ABUTMENT WITH BACKWALL

JOINT SEAL LOCATION



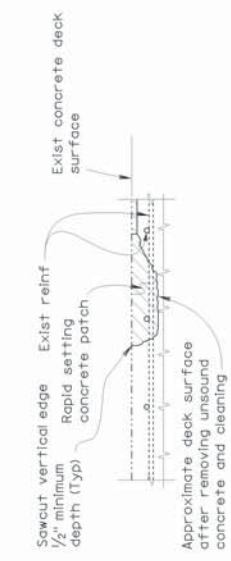
HINGE

BENT



DECK OVERLAY DETAIL

NOTE: Reinforcement may be encountered during deck concrete removal.
 NO SCALE



DECK REPAIR DETAIL

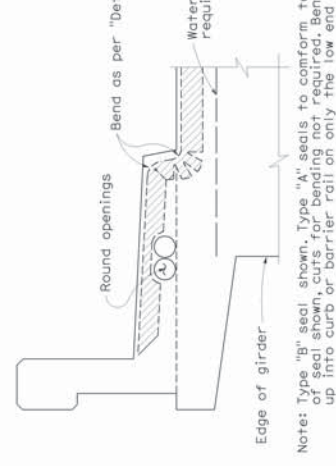
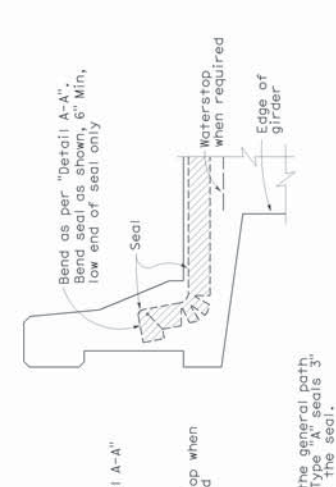
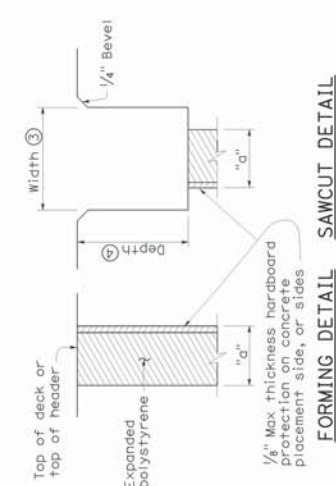
NOTE: Reinforcement may be encountered during deck concrete removal.
 NO SCALE

DIST: 03 COUNTY: Soc ROUTE: 51, 80 POST MILES: TOTAL PROJECT: 19 SHEET NO.: 20
 REGISTERED CIVIL ENGINEER DATE: 1-17-08
 MATHIAS R. LEE
 No. C 9898
 CIVIL
 The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

- The following notes apply to JOINT SEAL TYPE B:
- Seal must satisfy both minimum Movement Rating (MR) and minimum W1 requirements.
 - Minimum W1 is the calculated maximum width of the joint based on field measurements. After the joints have been cleaned, minimum W1 is to be calculated by the Engineer.
 - W1 shall be the smaller of the values determined as follows:
 - 0.85 times the manufacturer's designed minimum uncompressed width of the seal.
 - The width of the seal on the third successive test cycle of the pressure deflection test, when compressed to an average pressure of 3 psi.
 - Bent Type B joint seal 6" up into curb or rail on the low side of the deck where deck joint matches curb or rail joint.

DESIGN: MATT LEE CHECKED: T. BOLLA
 DETAILS: DAVID KISH
 QUANTITIES: MATT LEE
 DIVISION OF MAINTENANCE STRUCTURE MAINTENANCE DESIGN
 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 BRIDGE NO. 24-0224F & 24-0132R
 ROUTES 51, 80 & 99 BRIDGES
 JOINT SEAL TABLE AND DETAILS
 SHEET NO. 19 OF 20
 DATE: 09/26/23
 FILE: 03-EST04-CORR-099

DIST	COUNTY	ROUTE	POST MILES	TOTAL SHEETS
03	Sac	51, 80	Var	20
REGISTERED CIVIL ENGINEER DATE			1-17-08	20
PLANS APPROVAL DATE			MATTHEW R. LEE	20
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.			Professional Seal	0



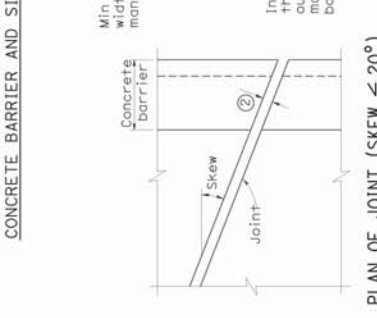
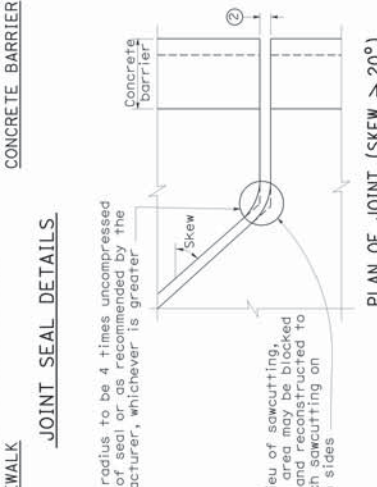
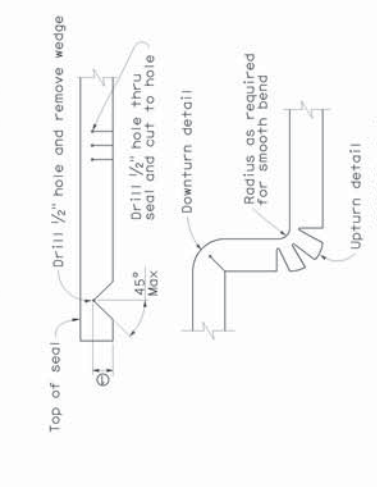
JOINT SEAL DETAILS

Min. ϵ radius to be 4 times uncompressed width of seal or as recommended by the manufacturer, whichever is greater.

In lieu of sawcutting, this area may be blocked out and reconstructed to match sawcutting on both sides.

PLAN OF JOINT (SKEW $\leq 20^\circ$)

PLAN OF JOINT (SKEW $> 20^\circ$)

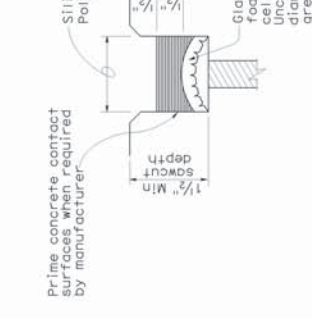
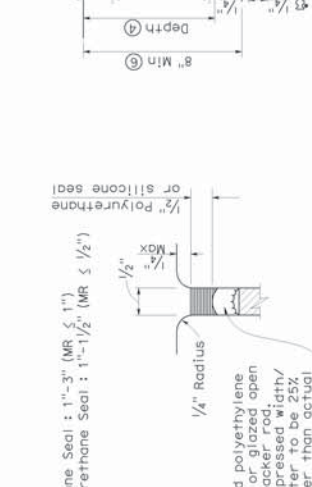


NOTES:

- Make smooth cuts from the bottom of seal to 1/2" clear of top leaving at least one complete cell between the top of seal and the top of the sawcut. Temporary cut back of seal to clear conduit and round openings.
- Opening in barrier to match width of saw cut joint.
- Sawcut groove widths shall be as ordered by the Engineer.
- Depth of sawcut: Type A - Depth to be 1/2" minimum. Type B - Depth to be equal to or greater than the depth of seal measured along the contact surface, when compressed to minimum width position (W₂) plus dimensions shown.
- MR (movement rating) as shown on other plan sheets.
- Other depths must be approved by the Engineer.

DIMENSIONS "a" OF JOINT REQUIRED

Movement Rating (MR)	Bridge Type	"a" Dimension Deck Concrete Placed	
		Winter/Spring	Fall/Summer
2"	All except CIP/PS	1/2"	1 1/4"
	CIP/PS	1 1/4"	1"
1 1/2"	All except CIP/PS	1 1/4"	1"
	CIP/PS	1"	3/4"
1"	All except CIP/PS	1"	3/4"
	CIP/PS	3/4"	1/2"
1/2"	All except CIP/PS	3/4"	3/4"
	CIP/PS	1/2"	1/2"

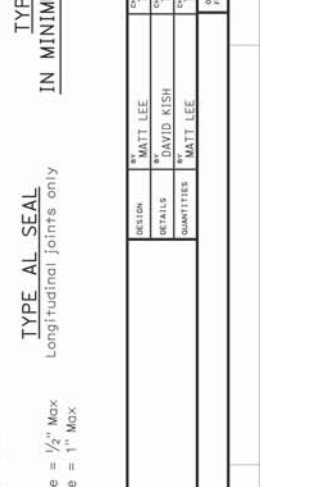
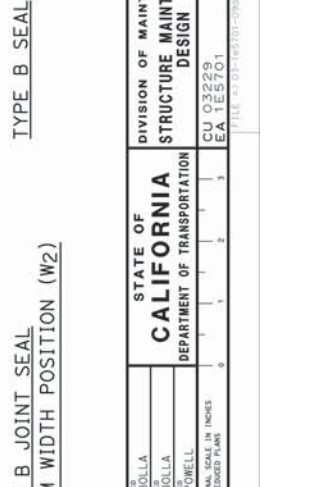
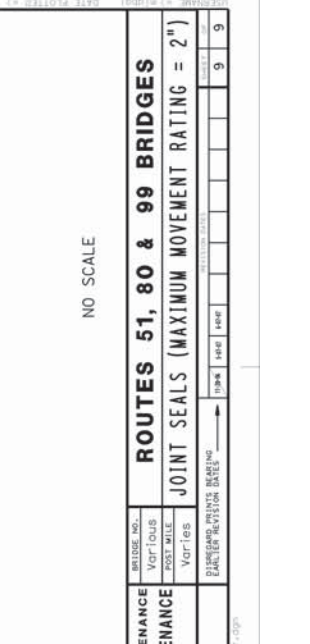


TYPE A SEAL

Movement rating: Polyurethane = 1/2" Max
Silicone = 1" Max

TYPE AL SEAL

Longitudinal joints only



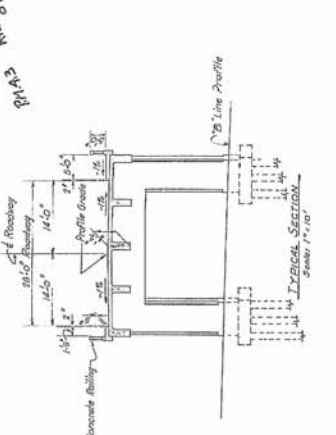
TYPE B SEAL

Movement rating: Polyurethane = 1/2" Max
Silicone = 1" Max

DATE	BY	CHECKED	APPROVED
7	CAL	33743	

UJ-253 (3)

PLANS
 No. 80
 FEBRUARY, 1935
 H. P. POPE
 CIVIL ENGINEER
 1810 K STREET, SACRAMENTO, CALIF.



INDEX TO PLANS

Sheet No.	Title
1	General Plan
2	Abutment Footing Plan
3	Abutment Plan
4	Abutment Profile
5	Beam Details
6	Deck and Girder Details
7	Railing and End Post
8	Miscellaneous Details
9	Site Plan
10	Canalway Retaining Wall-For Level Switching
11	Log of Test Bearings
12	

ABSOLUTE QUANTITIES

STRUCTURE EXCAVATION (BRIDGE)
 CLASS "A" P.C.C. (BRIDGE)
 1,000 C.Y.
 232 L.T.
 8,280 L.F.
 145,000 LBS.

CONTRACT PLANS
 Contract No. 351-3214
 Document No. 200-2152

No "As Built" plans received

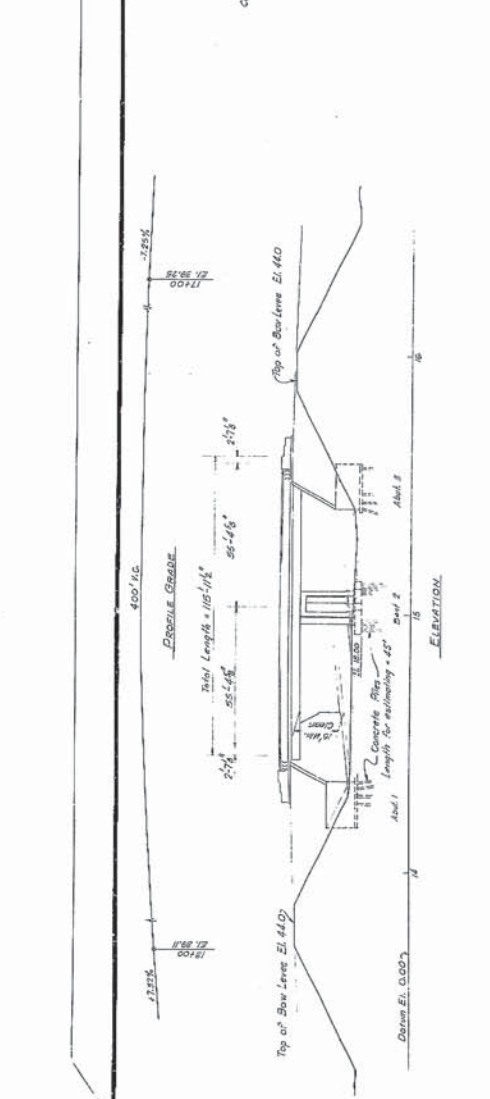
For "GENERAL NOTES", see Sh. # 8.

54-37C14
 14" STREET OVERCROSSING
 LOCATED IN THE CITY OF SACRAMENTO
 IN SACRAMENTO COUNTY

GENERAL PLAN
 SCALE 1/4" = 1'-0"
 SHEET 24-131
 DRAWING D-28

Live Load 120-316-44

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE MENTIONED DRAWING AS APPROVED BY ME ON THE DATE IN SACRAMENTO, CALIF. VIA PUBLISHED STATE AUTHORITY.



INDEX TO PLANS

Sheet No.	Title
1	General Plan
2	Abutment Footing Plan
3	Abutment Plan
4	Abutment Profile
5	Beam Details
6	Deck and Girder Details
7	Railing and End Post
8	Miscellaneous Details
9	Site Plan
10	Canalway Retaining Wall-For Level Switching
11	Log of Test Bearings
12	

ABSOLUTE QUANTITIES

STRUCTURE EXCAVATION (BRIDGE)
 CLASS "A" P.C.C. (BRIDGE)
 1,000 C.Y.
 232 L.T.
 8,280 L.F.
 145,000 LBS.

CONTRACT PLANS
 Contract No. 351-3214
 Document No. 200-2152

No "As Built" plans received

For "GENERAL NOTES", see Sh. # 8.

54-37C14
 14" STREET OVERCROSSING
 LOCATED IN THE CITY OF SACRAMENTO
 IN SACRAMENTO COUNTY

GENERAL PLAN
 SCALE 1/4" = 1'-0"
 SHEET 24-131
 DRAWING D-28

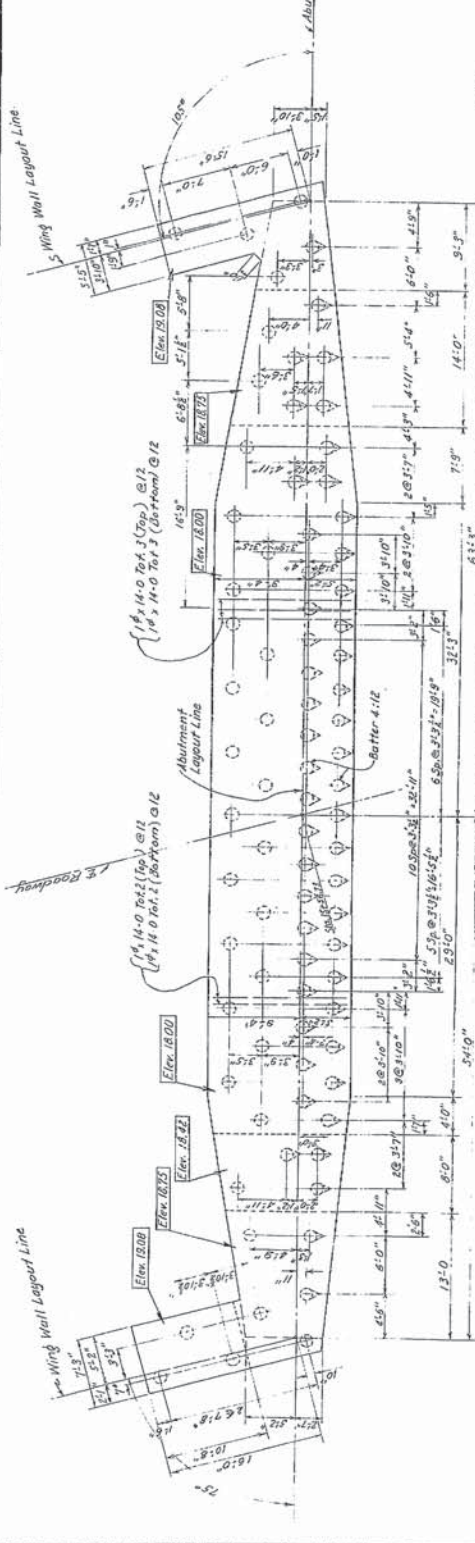
Live Load 120-316-44

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE MENTIONED DRAWING AS APPROVED BY ME ON THE DATE IN SACRAMENTO, CALIF. VIA PUBLISHED STATE AUTHORITY.

NO.	DATE	BY	REVISION
1	11/11/11	JL	ISSUED FOR PERMITS
2	01/12/12	JL	ISSUED FOR BIDDING
3	01/12/12	JL	ISSUED FOR CONSTRUCTION
4	01/12/12	JL	ISSUED FOR RECORDS

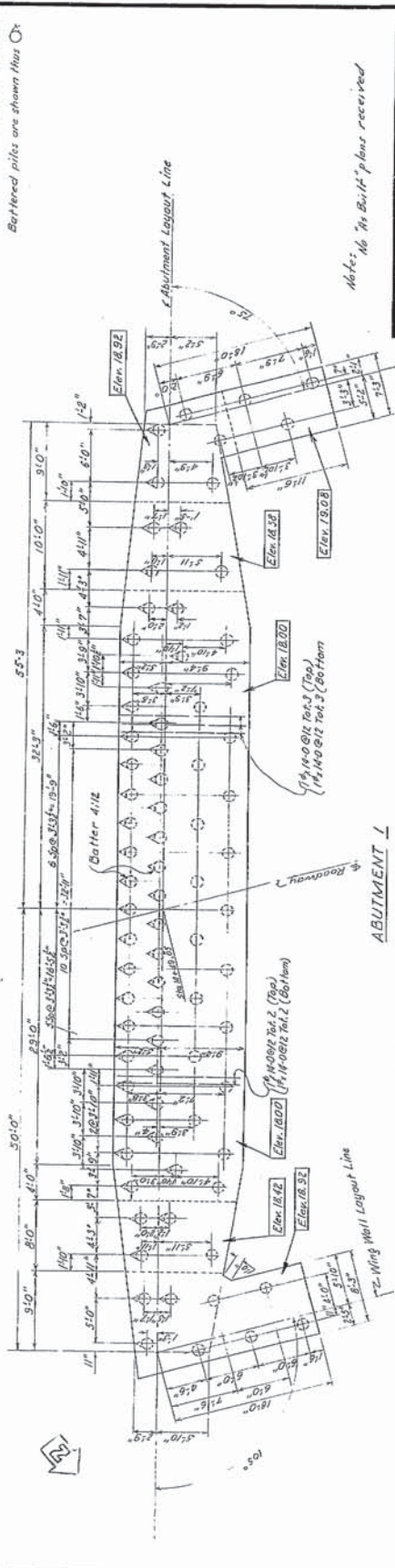
UI-253 (3)

PROJECT NO.	UI-253 (3)
DATE	01/12/12
SCALE	1/8" = 1'-0"
DRAWING NO.	24-131
FILE	24-131
DATE	01/12/12



Note: Elevation shown thus [Elev. 8.00] indicate 6ft. of bottom of footing. Berthed pits are shown thus [O].

ABUTMENT 3



Note: 16" dia. built-up bars received

ABUTMENT 1

CONTRACT PLANS
 Contract No. 55-372(4)
 Document No. 2000140

A STREET OVERCROSSING
ABUTMENT FOOTING PLAN
 SCALE 1/8" = 1'-0" BRIDGE 24-131 DRAWING 6-2

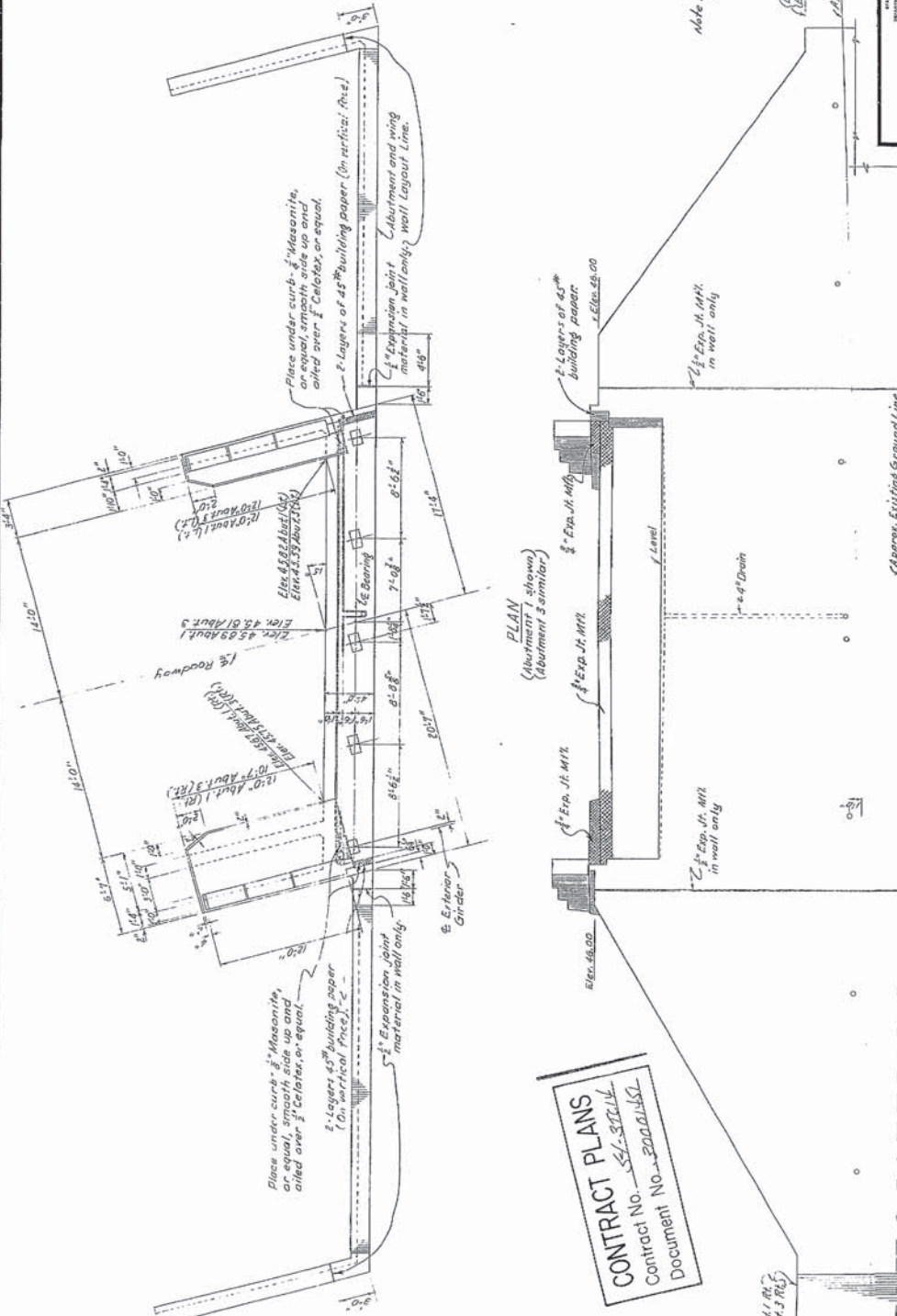
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ORIGINAL RECORDS FILED IN THE OFFICE OF THE COUNTY CLERK OF SACRAMENTO, CALIFORNIA, PURSUANT TO THE PROVISIONS OF SECTION 26180 OF THE CALIFORNIA GOVERNMENT CODE.
 DATE: 01/12/12 SIGNATURE: [Signature]

PROJECT NO.	DATE	SCALE	DATE
7		3/5 1/2	

UI-253 (3)

NO.	DATE	BY	REVISION
1			
2			

Robert Mitchell



Note: No 'As Built' plans received

Elon. 34.00 Abut. 1 Lt.
Elev. 31.50 Abut. 3 Lt.

Approx. Finished Grade Line

Approx. Existing Ground Line

Elon. 18.00

CONTRACT PLANS
Contract No. 55-3111
Document No. 200A-1151

STATE OF CALIFORNIA DIVISION OF PUBLIC WORKS OFFICE OF THE ENGINEER	'A' STREET OVERCROSSING		
	ABUTMENT PLAN		
SHEET NO. 200A-1151	Scale	3/5 1/2	PROJECT NO. 55-3111
	DATE	12/31/54	

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT, TAKEN FROM THE ORIGINAL DRAWING, AND APPROVED IN THE PRESENCE OF THE DIRECTOR OF PUBLIC WORKS.

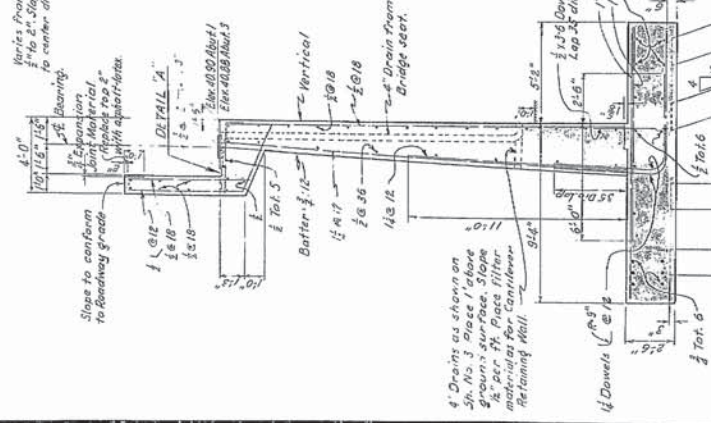
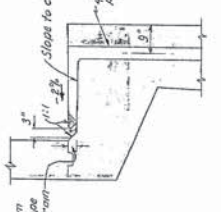
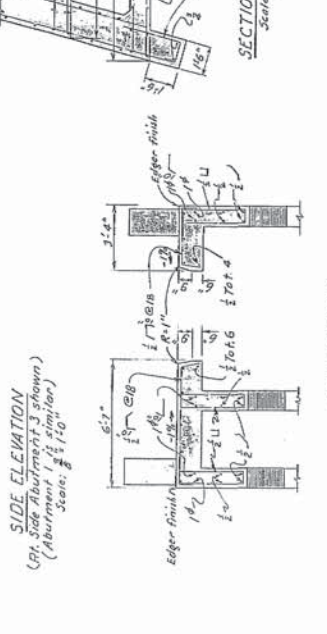
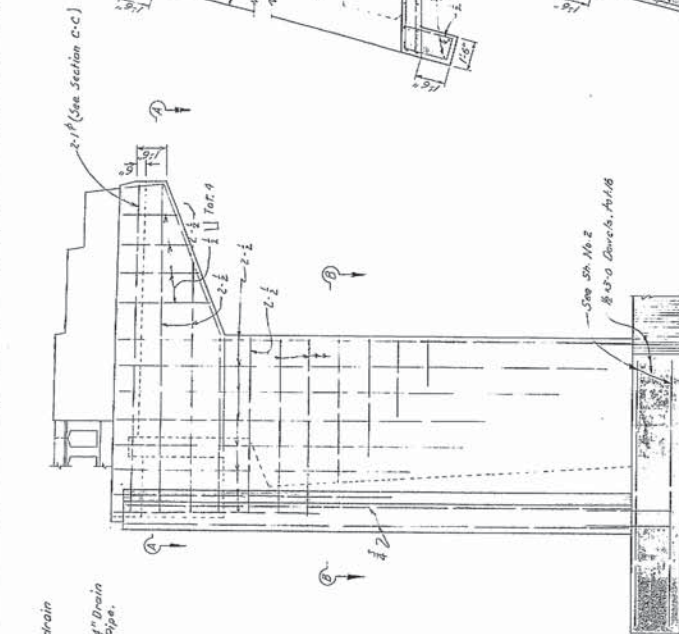
DATE: *12/31/54* SIGNATURE: *R. Mitchell*

NO.	DATE	BY	REVISION

UI-253 (3)

DATE	BY	CHKD	APP'D
7	CALL	3-6-23	

BRIDGE DEPARTMENT
 PHOENIX, ARIZONA, U.S.A.



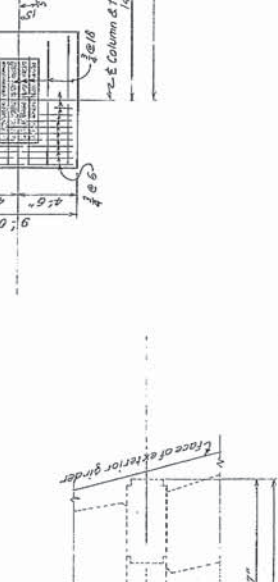
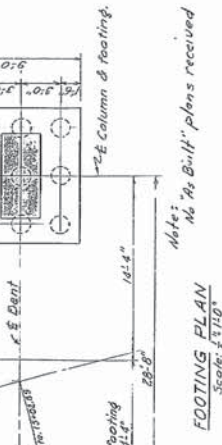
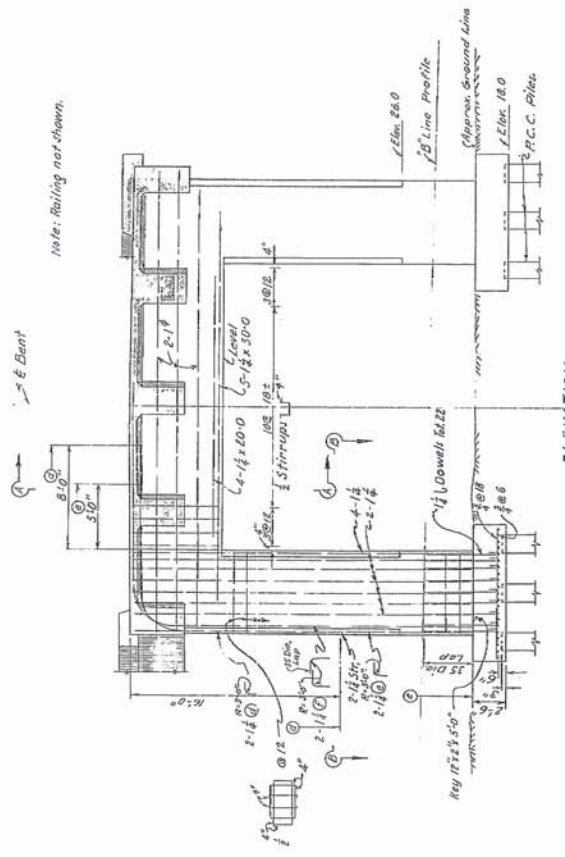
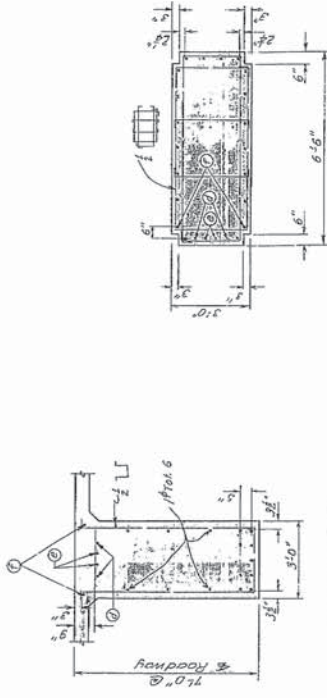
CONTRACT PLANS
 Contract No. 55-37214
 Document No. 30001451

WORK OF PHOENIX
 BRIDGE DEPARTMENT
A" STREET OVERCROSSING
 ABUTMENT DETAILS
 Scale: As Noted (Sheet 24-25) Date: _____
 DRAWING NO. 2837 1/18
 DRAWING: 2837-13

THIS DRAWING AND SPECIFICATIONS IS A TRUE AND ACCURATE COPY OF THE ORIGINAL DOCUMENT, THERE BEING NO DISCREPANCY BETWEEN THIS COPY AND THE ORIGINAL, CALL PHOENIX PERMISSIBLE TO REPRODUCE THIS DRAWING FOR THE DIRECTOR OF PUBLIC WORKS, ARIZONA, U.S.A.

LI-253 (3)

REV. NO.	DATE	BY	CHKD.	REASON
1				
2				
3				
4				
5				
6				
7				



CONTRACT PLANS
Contract No. 554-3724
Document No. 2000-151

"A" STREET OVERCROSSING
BENT DETAILS

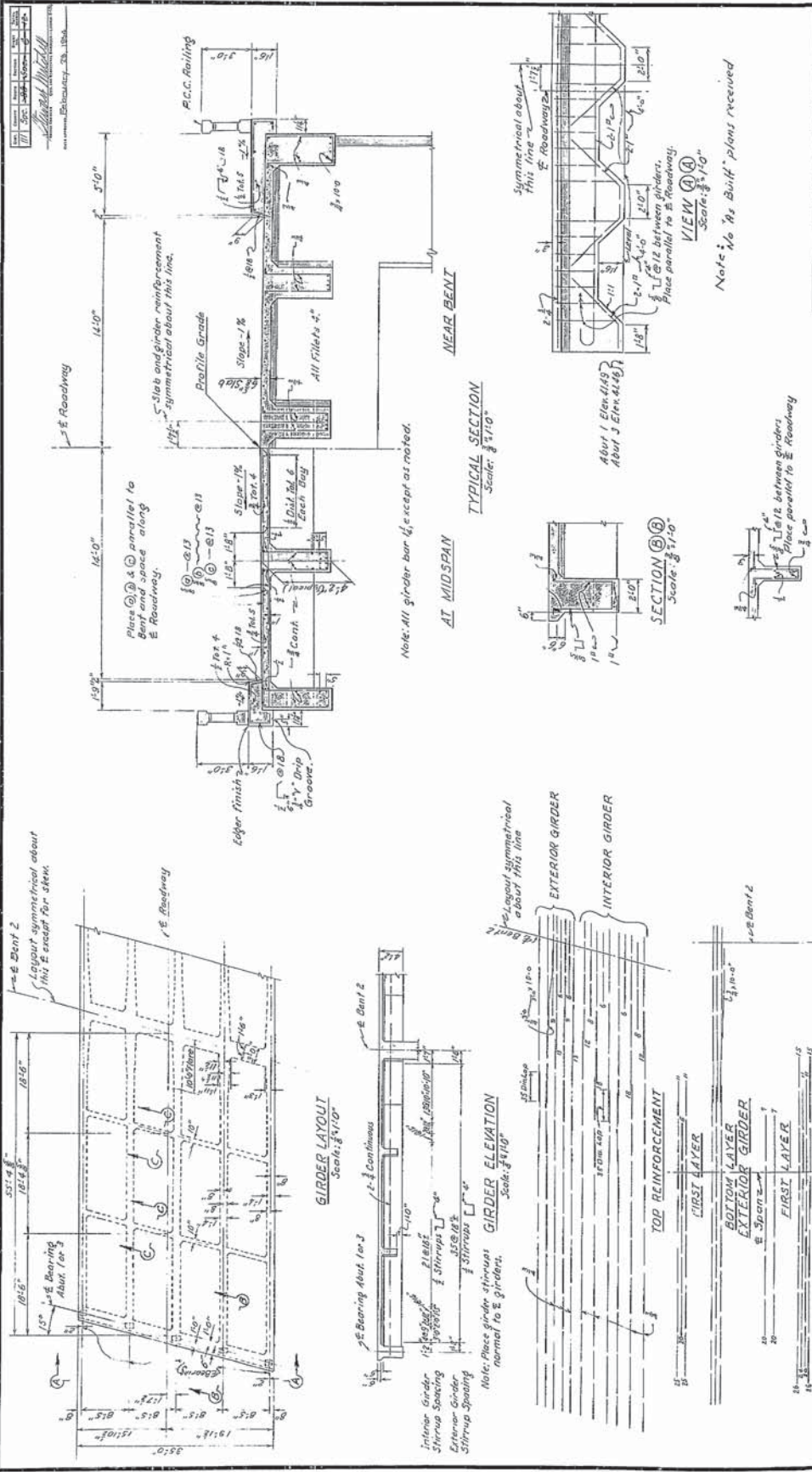
REV. AS NOTED	DATE: 2-1-27	FILE
PREL. DRAWING NO. 1-263-3-18-18		

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE LAST REVISION AS MADE BY ME OR UNDER MY SUPERVISION AND CONTROL ON THESE PLANS IN accordance with the provisions of the Act of March 13, 1907, Chapter 283, California Public Works Act, and the Act of March 13, 1907, Chapter 283, California Public Works Act.

DATE: *2-1-27* SIGNATURE: *C. J. [Signature]* TITLE: *Engineer*

UI-253 (3)

DATE	7
SCALE	AS NOTED
PROJECT	38149



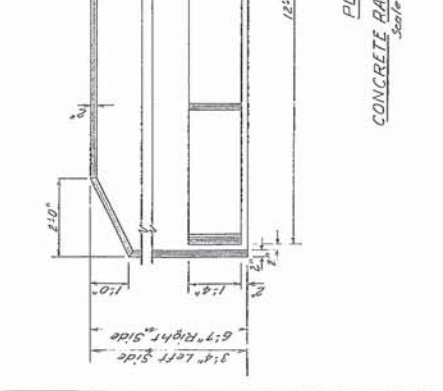
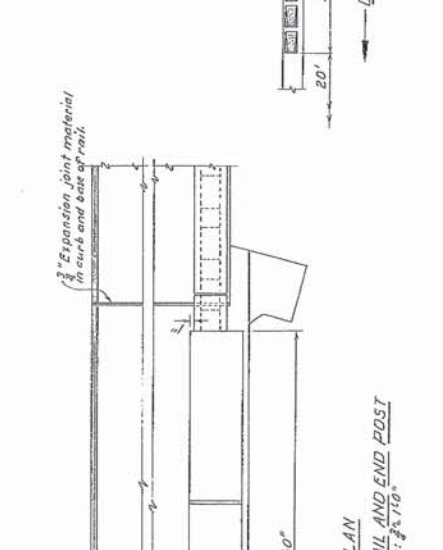
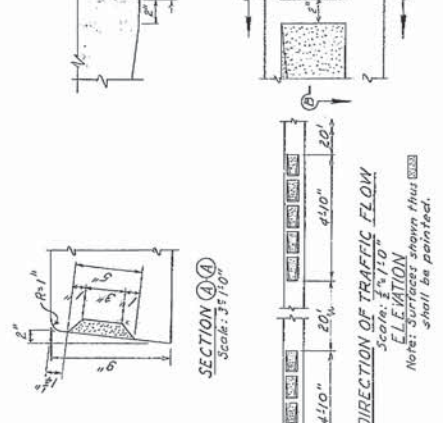
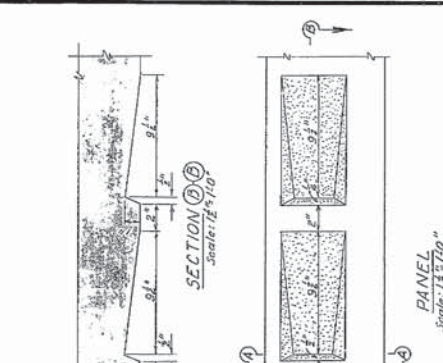
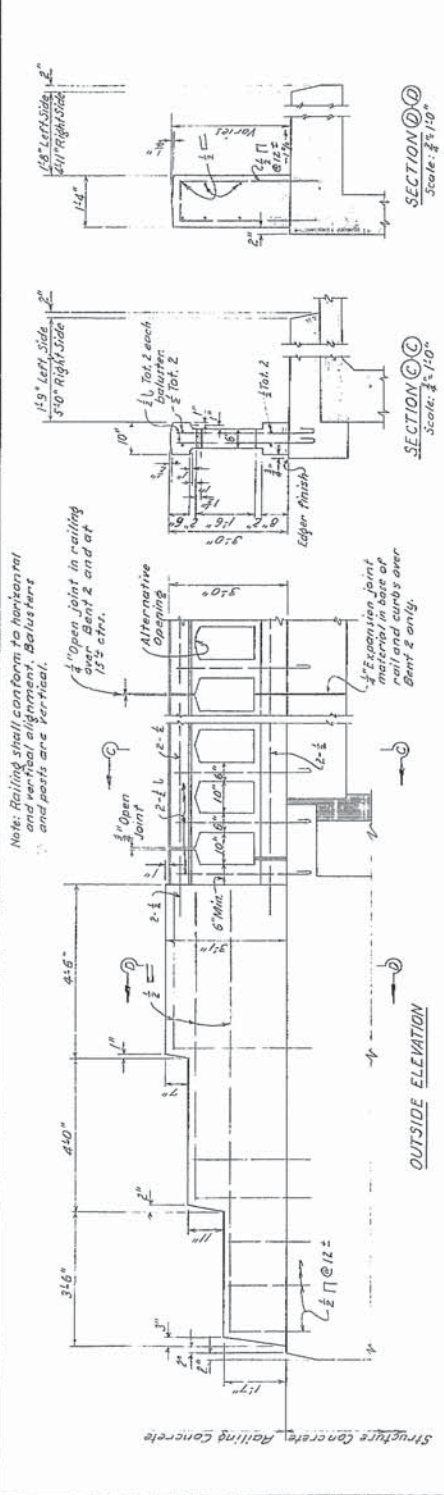
"A" STREET OVERCROSSING
DECK AND GIRDER DETAILS
Scale As Noted Sheet 24-131

CONTRACT PLANS
Contract No. 551-37214
Document No. 20000571

REV.	DATE	BY	CHKD.	APPD.
7	CAL.			3/9/45

UI-253 (3)

UNIVERSITY MICROFILMS
SERIALS ACQUISITION
300 N. ZEEB RD.
ANN ARBOR, MI 48106-1500
TEL: (734) 769-4000
WWW.UMI.COM



Note: No "As Built" plans received

UI-253 (3)

BRIDGE DEPARTMENT

SCALE: AS NOTED

DATE: 3/9/45

PROJECT: STREET OVERCROSSING

CONTRACT NO. 54-3724

DOCUMENT NO. 3000-150

DATE: 3/9/45

SCALE: AS NOTED

PROJECT: STREET OVERCROSSING

CONTRACT NO. 54-3724

DOCUMENT NO. 3000-150

DATE: 3/9/45

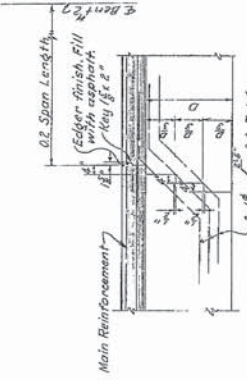
SCALE: AS NOTED

PROJECT: STREET OVERCROSSING

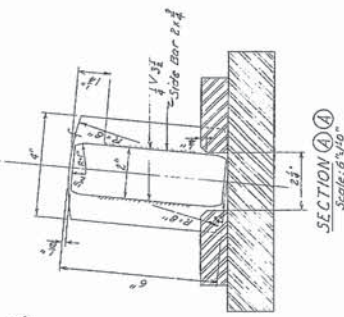
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT AS PREPARED BY THE DESIGNER AND CONTROLLED BY THE ENGINEER. THIS DOCUMENT IS THE PROPERTY OF THE STATE OF CALIFORNIA AND SHALL BE RETURNED TO THE STATE OF CALIFORNIA UPON REQUEST.

UI-253 (3)

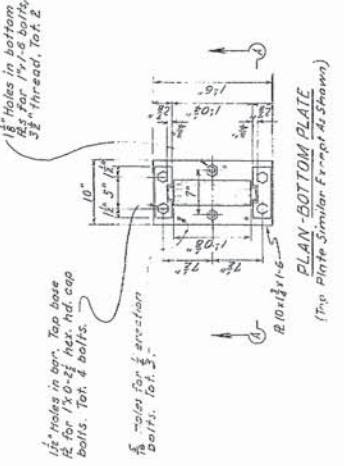
REVISED	DATE	BY	CHKD	APP'D
7	CAL			4045



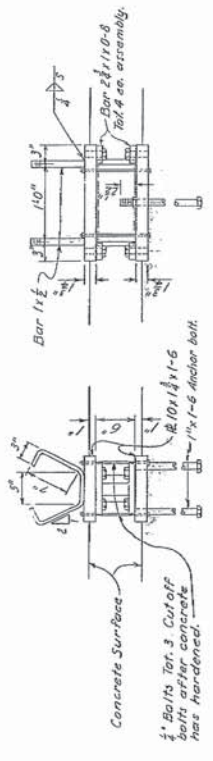
CONSTRUCTION JOINT
IN GIRDER AND SLAB
Scale: 3/16"



SECTION A-A
Scale: 3/16"



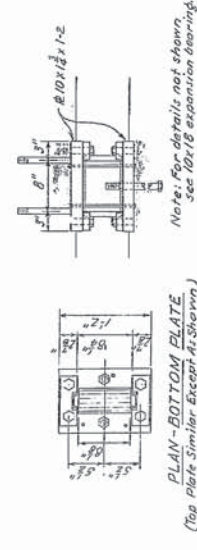
PLAN - BOTTOM PLATE
(Top Plate Similar Except As Shown)



PLAN - BOTTOM PLATE
(Top Plate Similar Except As Shown)

Note: Set assembly with bottom plates in forms. Place concrete directly against bottom plate. Use this method for all bearings. All bearing assemblies to be galvanized after fabrication.

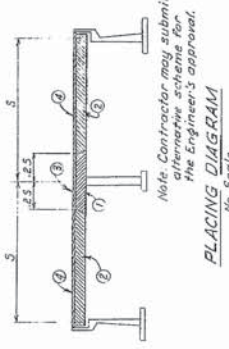
10 X 18 EXPANSION BEARING ASSEMBLY
3 Required for Interior Girders
Scale: 1/4" = 1'-0"



PLAN - BOTTOM PLATE
(Top Plate Similar Except As Shown)

Note: For details not shown, see 10x18 expansion bearing.

10 X 18 EXPANSION BEARING ASSEMBLY
4 Required for Exterior Girders
Scale: 1/4" = 1'-0"



PLACING DIAGRAM
No Scale

Note: Contractor may submit alternative scheme for the Engineer's approval.

GENERAL NOTES

Specifications:
Design: A.S.H.O. dated 1949 with subsequent revisions, and Bridge Department Supplement dated 1949.
Construction: Standard Specifications, Division of Highways, dated January 1949 and the Special Provisions.
Unit Stresses: $f_c = 2000$ p.s.i., $f_s = 1000$ p.s.i., $n = 10$.
Live Loading: H20-S16-44.
Pile Loading: R.C.C. - J2 Tons
Reinforcement:
Embedment is clear to outside of bar and is 2" to main reinforcement, except as noted.
Hooks shall conform to the Manual of Standard Specifications, Part 4.
Backing for hooks is four diameters, except as noted.
Bar areas are based on rounds for less than 1" and squares for over 1".
Where reinforcing bars are spliced they shall have a 20 diameter lap unless otherwise called for on the plans.
Details of date panel for the year constructed will be furnished on request.

CONTRACT PLANS
Contract No. 352-3224
Document No. 2002452

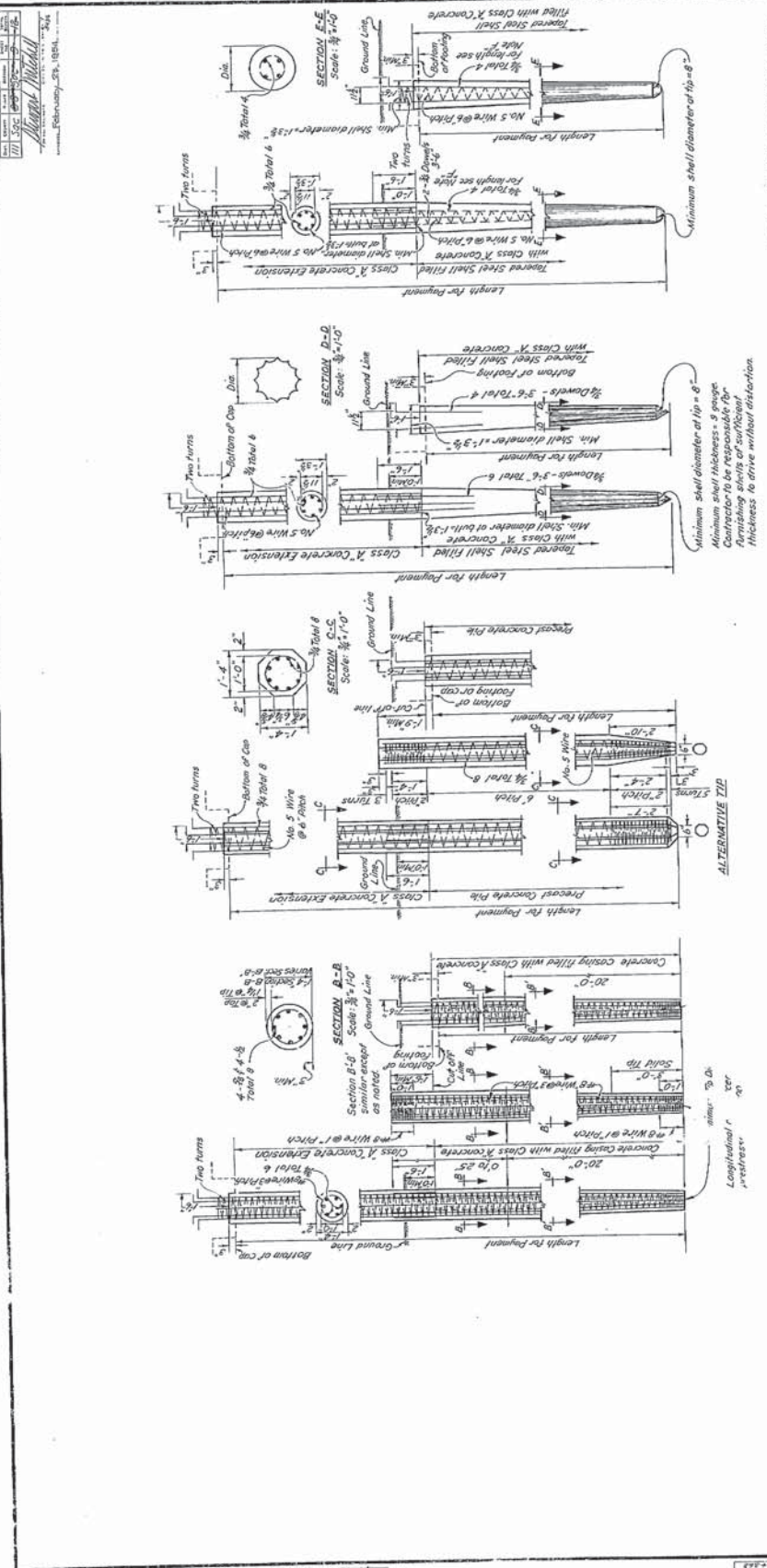
Note: No 'As Built' plans received

"A" STREET OVERCROSSING

MISCELLANEOUS DETAILS

SCALE: As Noted
DRAWING NO. P-2834-8
334

THIS DOCUMENT IS THE PROPERTY OF THE STATE OF CALIFORNIA AND IS LOANED TO YOU BY THE CALIFORNIA HIGHWAY PATROL. IT IS TO BE RETURNED TO THE CALIFORNIA HIGHWAY PATROL AT THE END OF THE LOAN PERIOD. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.



CAST-IN-PLACE CONCRETE PILE
ALTERNATIVE "A"

CAST-IN-PLACE CONCRETE PILE
ALTERNATIVE "B"

PRECAST CONCRETE PILE
ALTERNATIVE "C"

CAST-IN-PLACE CONCRETE PILE
ALTERNATIVE "D"

Note: No "As Built" plans received

Note F Length of 3/8 round bars, measured below ground line or bottom of footing, to be either 1/4 of estimated penetration or 12, whichever is the greater, per four length of bars, over extension or lap.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
PROJECT NO. 24-131
PILE DETAILS
2" STREET OVERCROSSING
DATE: 02/28/81
SCALE: AS SHOWN
PREL. DRAWING NO. 1
3 3 3

CONTRACT PLANS
Contract No. 551-3711
Document No. 300.0157

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT AS PREPARED BY THE CONTRACTOR AND CORRECTED BY THE DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO THE PROVISIONS OF THE CONTRACT.

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10

UI-253(3)

DATE	BY	CHKD.	APP'D.
11/15/43	W. J.

BRIDGE DEPARTMENT
SAN FRANCISCO, CALIFORNIA

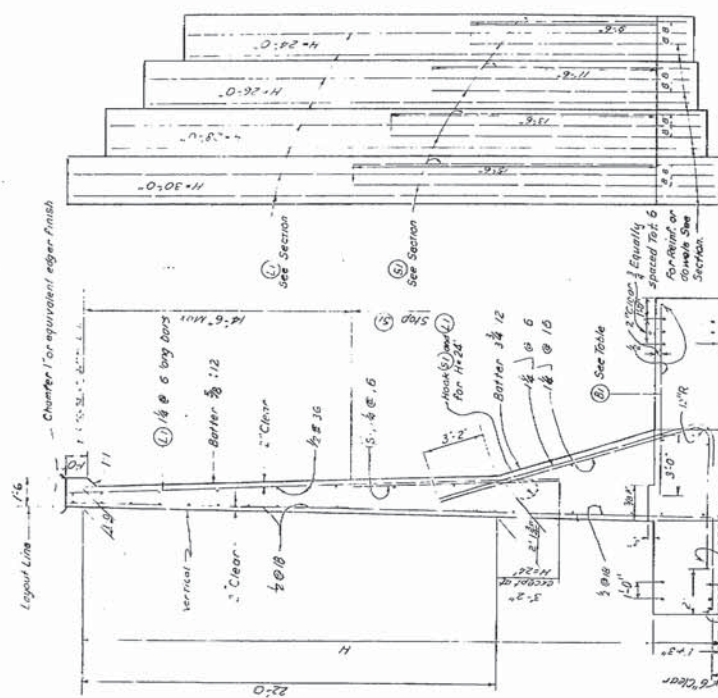
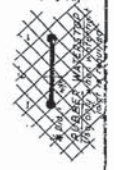


TABLE OF DATA AND REINFORCEMENT

W	B	C	A	H	REINFORCEMENT
14'-6"	14'-6"	14'-6"	14'-6"	22'-0"	4 #10 @ 18"
14'-6"	14'-6"	14'-6"	14'-6"	22'-0"	4 #10 @ 18"
14'-6"	14'-6"	14'-6"	14'-6"	22'-0"	4 #10 @ 18"
14'-6"	14'-6"	14'-6"	14'-6"	22'-0"	4 #10 @ 18"
14'-6"	14'-6"	14'-6"	14'-6"	22'-0"	4 #10 @ 18"

CONTRACT PLANS
Contract No. 155-3724
Document No. 3000147



DESIGN AND DRAINAGE

NOTES
Design H may be exceeded by 6" before going to next size.
Limit is designed for a 2'-0" surcharge for a greater surcharge a special design will be required.
ASBID 1249 and subsequent revisions apply.
A = 1000 W.P. AS-2000 W.P. as 150 W.P. n=10.
earth = 120 W.C. and equivalent fluid pressure = 1.6 W. on H/11 of height.
Rear projection of footing side to support the entire foundation pressure.
Reinforcement
Embedment is clear distance to outside of bar.
Spacing for main bars in case of bars
Spacing for reinforcement to meet of Standard Practice A.C.I.
Bar areas are based on rounds for less than 1' and squares for over 1'.

Note: "As Built" plans received

PREL. DRAWING NO. 20-20147-35
DATE: 11/15/43
SIGNATURE: W. J. ...
BRIDGE DEPARTMENT
SAN FRANCISCO, CALIFORNIA

THIS DRAWING WAS MADE BY A PERSON WHOSE QUALIFICATIONS AS TO THE NECESSARY KNOWLEDGE IN THE FIELD OF ENGINEERING AND ARCHITECTURE ARE NOT KNOWN TO THE BRIDGE DEPARTMENT AND WHOSE SIGNATURE IS NOT KNOWN TO THE BRIDGE DEPARTMENT.

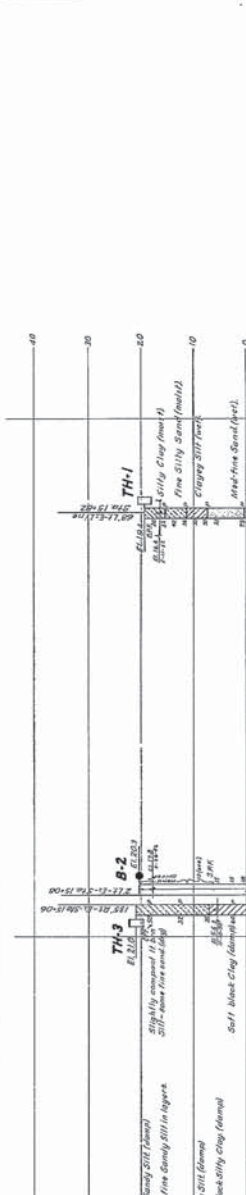
44-769
 UI-253 (3)



CONTRACT PLANS
 Contract No. 45-2021-01
 45-2021-01

BH #42
 Soil logs and PPT logs
 45-2021-01
 45-2021-01

PLAN - Scale 1"=20'



Notes:
 1. All holes made by driving 1" Soil Tube with a Pump
 2. Soil logs and PPT logs were obtained as follows
 a. 1" Soil Tube (from permafrost) driving in 1" Soil Tube
 b. 2" Soil Tube (from permafrost) driving in 1" Soil Tube with a Pump

LEGEND - EARTH MATERIALS
 LT-09-4 Limestone
 RPF Red Sandstone
 S-5 SANDSTONE
 S-10 SANDSTONE
 S-15 SANDSTONE
 S-20 SANDSTONE
 S-25 SANDSTONE
 S-30 SANDSTONE
 S-35 SANDSTONE
 S-40 SANDSTONE
 S-45 SANDSTONE
 S-50 SANDSTONE

LEGEND OF BORING OPERATIONS
 Casing Boring
 Jet Boring
 Sump Boring
 2" Pencilmeter Boring
 1 1/2" Standard Boring
 2" Auger Boring
 8" Pipe Jack Boring

CLASSIFICATION OF MATERIALS, BASED ON STANDARD GRADE SIZE LIMITS
 GRAIN SIZE DISTRIBUTION AND
 PLASTICITY INDEX



NOTE:
 The contractor's attention is directed to Section 2, Article (C) of the Specifications and to the INITIAL REPORT accompanying this SET OF PLANS. CLASSIFICATION OF EARTH MATERIALS, AS SHOWN ON THIS SHEET IS BASED ON FIELD OBSERVATION AND IS NOT TO BE CONTRASTED TO ANALYSES.

Notes to be Built Plans received

A STREET OVERCROSSING
LOG OF TEST BORINGS
 SCALE: As Shown
 DRAWING NO. 45-2021-01
 SHEET NO. 2-4-131
 PRELIMINARY DRAWING NO. P-24-131

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE WORKING MAP MADE BY ME OR UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IT ACCURATELY REPRESENTS THE EXISTING CONDITIONS ON THE GROUND.

DATED 4/27/23
 Surveyor *Jacob L. Collins, SR. PLS*