
3.0 MINOR CHANGES AND EDITS TO THE DRAFT IS/MND

3.1 OVERVIEW

Changes to the text of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) are shown below with strikeout and underline revision marks. The changes to the project description are project feature changes that have been determined by the Project Engineer to be necessary in order to meet the needs of the project, and in response to comments received on the Draft IS/MND. All environmental impacts have been analyzed for the Elk Grove Intermodal Rail Station project, including the areas needed for the project feature changes. None of these changes constitute new significant information or result in any new significant impacts of the proposed project.

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2.4 PROJECT DESCRIPTION

The proposed facility would be located west of Elk Grove-Florin Road approximately 2,000 feet south of Sheldon Road in the City of Elk Grove. The proposed project would include the construction of a new intermodal rail stop including the following primary features:

- New signalized intersection at Elk Grove-Florin Road just south of Sheldon Road;
- Installation of frontage improvements (curb and sidewalk), and addition of third through-traffic lane and bicycle lane along southbound Elk Grove-Florin Road beginning at the northern limits of the project area and ending at Camden Drive.
- Passenger platform;
- Passenger loading zones;
- Designated parking areas;
- Pedestrian/bicycle trail;
- Bicycle lockers;
- Bridge over Whitehouse Creek;
- Landscaping;
- Water detention basin; and
- An area for a future 1,500 square foot building at the platform.

These features are described in more detail below.

The proposed project would include approximately 110 parking spaces, an 800 foot long rail platform, two entrances from Elk Grove-Florin Road, landscaping, pedestrian trail along Whitehouse Creek, bus drop off / loading zone, passenger drop off / loading zone, meandering side walk with landscaping along Elk Grove-Florin Road, and bus turnout along Elk Grove-Florin Road.

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The proposed project also includes bridging Whitehouse Creek to allow for vehicular traffic. It has not been determined if the roadway for vehicular traffic and the proposed 800 foot long rail platform will be one structure or two parallel abutting structures as there will likely be a difference in elevation of the two surfaces. The passenger platform will likely be several feet higher than the vehicular bridge. The determination will be made in the design stage of the project.

The proposed project would also include the construction of frontage improvements, including curb and sidewalk, plus the installation of a third through-traffic lane and bicycle lane on southbound Elk Grove-Florin road beginning at the northern limits of the proposed project, and extending south to Camden Drive.

Insert Revised Project Layout Map

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Insert Revised Project Layout Map, Page 2

2.6 Required Project Approvals

In order for the project to be implemented, a series of actions and approvals would be required from agencies. Anticipated project approvals/actions would include, but are not limited to the following:

- Elk Grove City Council - Adoption of the MND, Adoption of the Mitigation Monitoring and Reporting Program (MMRP), and actions associated with project approval such as site plan approval, development and design plan approval, and issuance of building permits, a grading permit and an encroachment permit ; and
- UPRR - Approval of project design prior to project construction.

Additional permits would be required prior to beginning construction. These include, but are not limited to:

- California Regional Water Quality Control Board (RWQCB) – Section 401 Water Quality Certification;
- United States Army Corps of Engineers (USACE) – Section 404 Permit, including Section 7 Consultation with U.S. Fish and Wildlife Service and a Biological Opinion; ~~and~~
- California Department of Fish and Game (CDFG) – 1602 Streambed Alteration Agreement; ~~and~~
- California Public Utilities Commission - Approval of Rail Crossing Modification Application, pursuant to Public Utilities Code Sections 1201-1205.

3.15 TRANSPORTATION/TRAFFIC

EXISTING ROADWAY NETWORK

State Route (SR) 99 is a major north-south freeway that provides regional access to the site via interchanges at Bond Road/Laguna Boulevard and Sheldon Road.

Elk Grove-Florin Road is a primary arterial route providing north-south access between the City and Sacramento County to the north. It is a four-lane divided roadway from north of Calvine Road to the south of Elk Grove Boulevard, where it becomes a two-lane roadway. The UPRR crosses Elk Grove-Florin Road between Sheldon Road and West Camden Drive.

Sheldon Road is an east-west arterial roadway that provides local access to SR 99 and is located just north of the project site. It currently consists of two lanes between Grant Line Road to the east and Bruceville Road to the west. The UPRR crosses this roadway just west of Elk Grove-Florin Road.

Bond Road is an east-west arterial roadway that also provides local access to SR 99. Within the study area, it is a four-lane divided roadway west of Popular Hollow Lane and a two-lane roadway east of Popular Hollow lane. The UPRR crosses this roadway just east of Elk Grove-Florin Road. ~~Figure 3.15-1 shows the study intersections and their lane configuration and traffic controls.~~