

Appendix B Resources Evaluated Relative to the Requirements of Section 4(f)

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The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the California Department of Transportation (the Department) under its assumption of responsibility pursuant to 23 U.S.C. 327.

Additional guidance has been obtained from the following sources.

- The Department's Environmental Impact Report/Environmental Impact Statement (EIR/EIS) annotated outline (June 2009).
- The FHWA's *Section 4(f) Policy Paper* (2012).
- Maryland Department of Transportation; State Highway Administration Section 4(f) interactive Training (2006).

B.1 Other Park, Recreational Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

B.1.1 Parks, Recreational Facilities, and Wildlife Refuges

Section 4(f) applies to publicly owned land of a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance. A summary of all the parks, recreation facilities (including trails and Class I bikeways), and wildlife refuges located within 0.5 mile of the proposed project that do not trigger Section 4(f) protection are listed in Table B-1. The public parks and recreation areas considered in this evaluation include any neighborhood, city, regional, state, and/or federal resources in the project study area.

Table B-1. Other Parks, Recreational Resources, and Wildlife Refuges Evaluated Relative to the Requirements of Section 4(f)

Resource/Address	Description/Location
Parks	
Allen Witt Park; 1811 W Texas Street, Fairfield, CA	A 48-acre park owned and maintained by the City of Fairfield. Facilities include tennis courts, recreation building, picnic areas, ball fields, skate park, basketball courts, volleyball courts and horseshoe pits. ^b The park is located approximately 1,200 feet north of the project construction activities along SR 12E between Beck and Pennsylvania Ave.
Vintage Green Valley Park; Mangels Boulevard and Vintage Valley Drive, Fairfield, CA	A 6-acre park owned and maintained by the City of Fairfield. Facilities include a play apparatus, picnic areas, and basketball courts. ^b The park is located approximately 1,200 feet northeast the construction activities occurring at the Green Valley Road and Business Center Drive intersection.
Ridgeview Park; Intersection of Silver Creek Road and Oakbrook Drive, Fairfield, CA	An 8.42-acre park owned and maintained by the City of Fairfield. Facilities include a play apparatus, tennis courts, picnic area, ball fields and basketball courts. ^b The park is located approximately 500 feet west of the construction activities occurring along I-680, north of Gold Hill Road.
Cordelia Community Park Gold Hill Road; Adjacent to Gold Hill Road, Fairfield, CA	The first phase of the park, 3 acres in size, opened in 2002, and is owned and maintained by the City of Fairfield. Current facilities include baseball fields and an open turf area. At buildout, the park will encompass 48 acres, and will include a multipurpose sports field, soccer fields, roller skate arena, tennis courts, dog park, Frisbee field, horseshoe field, volleyball field, bocce ball courts, and skateboard park. ^b The park is located approximately 1,200 feet west of the construction activities occurring along I-680.
Reverend Clay Bon Senior Park; Josiah Circle, Suisun City, CA	A 1-acre park owned and maintained by Suisun City. Facilities include a turf area, picnic area and benches. ^a The park is located south of SR 12E, approximately 2,000 feet northeast of the project activities occurring on Sacramento Street in Suisun City.
Mike Day Park; 701 Civic Center Boulevard, Suisun City, CA	A 3-acre park owned and maintained by Suisun City. Facilities include a playground, and picnic and turf areas. ^a The park is located south of SR 12E, approximately 800 feet east of the project activities occurring on Sacramento Street in Suisun City.
Harbor Park; Along Breakwater Circle and Civic Center Boulevard, Suisun City, CA	A 1-acre park owned and maintained by owned and maintained by Suisun City. Facilities include a turf area, pathway, and benches. ^a The park is located south of SR 12E, approximately 1,500 feet southeast of the project activities occurring on Sacramento Street in Suisun City.
Old Town Plaza; Intersection of Main and Solano Street, Suisun City, CA	A 1.1-acre park owned and maintained by owned and maintained by Suisun City. Facilities include a grass/turf area, gazebo, "singing rocks", and a waterfront parkway. ^a The park is located south of SR 12E, approximately 400 feet southeast of the project activities occurring on Sacramento Street in Suisun City.
Sheldon Plaza; Adjacent to the Old Town Waterfront, between Main Street and Civic Center Boulevard, along Driftwood Drive, Suisun City, CA	A 0.8-acre park owned and maintained by owned and maintained by Suisun City. Facilities include an open turf area for casual use. ^a The park is located approximately 750 feet northeast of the project activities occurring on Sacramento Street in Suisun City.
Public School Playgrounds and Athletic Fields	
Rodriguez High School	This school is owned and maintained by the Fairfield-Suisun Unified School District. Approximately 18 acres of the school's grounds are available to the public for recreational use throughout the year. These available facilities include baseball fields, tennis courts, basketball courts, and a track and field. The school is located west of I-680 at the intersection of Red Top and Lopes Roads.
Armijo High School; 824 Washington Street, Fairfield, CA 94533 ^c	This school is owned and maintained by the Fairfield-Suisun Unified School District. 14.05 acres of the school's grounds are available to the public for recreational use throughout the year. These available recreation facilities include a swimming pool, tennis and basketball courts, and baseball and football fields (all-weather field). ^d The school is located approximately 1,500 feet north of SR 12E and Civic Center Boulevard.
Fairview Elementary School; 830 First Street, Fairfield, CA 94533 ^c	This school is owned and maintained by the Fairfield-Suisun Unified School District. 2.78 acres of the school's grounds are available to the public for recreational use throughout the year. These available recreation facilities include a basketball court, baseball field, and an open turf area used for soccer. ^d The school is located approximately 2,000 feet north of the SR 12E/Pennsylvania Ave interchange.

Resource/Address	Description/Location
E Ruth Sheldon Elementary School; 1901 Woolner Avenue, Fairfield, CA ^c	This school is owned and maintained by the Fairfield-Suisun Unified School District. 1.6 acres of the school's grounds are available to the public for recreational use. These available recreation facilities include a turf area. ^d The school is located approximately 1,500 feet northeast of the SR 12E/Beck Ave interchange.
Nelda Mundy Elementary; 570 Vintage Valley Drive, Fairfield, CA ^c	This school is owned and maintained by the Fairfield-Suisun Unified School District. 1.57 acres of the school's grounds are available to the public for recreational use. These available recreation facilities include a turf area and baseball fields. ^d The school is located approximately 1,500 feet northwest of the I-80/680 interchange.
Oakbrook Elementary; 700 Oakbrook Drive, Fairfield, CA 94534 ^c	This school is owned and maintained by the Fairfield-Suisun Unified School District. The existing baseball field located adjacent to the school is considered part of Ridgeview Park, and is maintained by the City of Fairfield. ^d The school does not have other athletic fields available for public use. The school is located approximately 1100 feet west of the I-680.
Green Valley Middle School; 1350 Gold Hill Road, Fairfield, CA 94534 ^c	Owned and maintained by the Fairfield-Suisun Unified School District, 6.5 acres of the school's grounds are available to the public for recreational use. These available recreation facilities include football and baseball fields. ^d The school is located approximately 2,000 feet southwest of the I-680 and Gold Hill Road interchange.
Solano Community College; 4000 Suisun Valley Road Solano County, CA	Owned and maintained by the California Community Colleges Office, 38.77 acres of the school's grounds are available to the public for recreational use throughout the year. These available recreation facilities include a swimming pool and soccer and baseball fields. The school is located approximately 1,500 feet north of the I-680/Suisun Valley Road interchange.
Crystal Middle School; 400 Whispering Bay Lane, Suisun City, CA 94585 ^c	This school is owned and maintained by the Fairfield-Suisun Unified School District. 5.48 acres of the school's grounds are available to the public for recreational use throughout the year. These available recreation facilities include football and baseball fields, and a basketball court. ^d The school is located south of SR 12E, approximately 2,000 feet east of the project activities occurring on Sacramento Street in Suisun City.
Wildlife Refuge/Area	
Grizzly Island Wildlife Complex-Gold Hills Unit; 2548 Grizzly Island Road Solano County, CA ^c	Part of the larger 84,000-acre DFG-owned and maintained Grizzly Island Wildlife area, this 50-acre unit provides seasonal recreational hunting. It also serves as nesting habitat for waterfowl and birds, and provides for plant and food growth for wildlife in the area. ^f It is located 50 feet east of the I-680/Gold Hills Road interchange.
Suisun Marsh Primary and Secondary Management Area; n/a, Solano County, CA	Directly east of I-680, the Suisun Marsh Primary and Secondary Management Areas are comprised of approximately 85,000 acres of tidal marsh, managed wetlands, and waterways. It provides wintering habitat for waterfowl of the Pacific Flyway and, because of its size and estuarine location, supports a diversity of plant communities, which in turn provides habitat for a variety of fish and wildlife, including several rare and endangered species. The Solano County General Plan designates lands within the Suisun Marsh as "Marsh," with a "Resource Conservation" overlay. The Marsh designation "provides for protection of marsh and wetland areas. [It] permits aquatic and wildlife habitat, marsh-oriented recreational uses (duck hunting, fishing and wildlife observation), agricultural activities compatible with the marsh environment and marsh habitat, educational and scientific research, educational facilities supportive of and compatible with marsh functions, and restoration of historic tidal wetlands."
Trails and Bikeways	
American Canyon Creek Trail; Fairfield, CA ^g	A 6.87-acre-long recreational trail owned and maintained by the City of Fairfield. ^h The trail is adjacent to Ridgeview Park and runs between on Oakbrook Drive and Lopes Road, 100 feet west of I-680.
Green Valley Trail; Fairfield, CA ^g	An approximately 2-mile-long recreational trail owned and maintained by the City of Fairfield. The trail is a dedicated segment of the Bay Area Ridge Trail, and is located between Rockville Hills Park and Mangels Boulevard. ^h The southernmost portion of this trail is approximately 1,500 feet north of I-80/I-680 interchange.
Green Valley Creek Trail; Fairfield, CA ^h	Approximately 2.5 miles long, this recreational trail owned and maintained by the City of Fairfield. ⁱ The trail is located along the western side of Green Valley Creek from Rockville Road to Mangels Boulevard. ^j The southernmost portion of this trail is approximately 1,500 feet north of I-80/I-680 interchange.
Suisun Parkway Trail; Fairfield, CA	This recreational trail is owned and maintained by Solano County, and connects two segments of the Fairfield Linear Park. It begins in the west at Suisun Creek and extends to the west along the north side of the North Connector. It terminates where it meets the Fairfield Linear Park again at Abernathy Road.

Resource/Address	Description/Location
Cordelia Villages Trail; Fairfield, CA	This recreational trail is owned and maintained by the City of Fairfield, and extends behind the housing subdivision, approximately 1,500 feet west of I-680. The trail is divided into two sections, and is approximately 2 miles in length. The first portion runs from Silverbrook/Oakbrook Drive intersection and terminates at Gold Hill Road. The second portion begins at Highland Circle and terminates at South Ridgefield Way. ^b
Caltrans I-80 Pathway; Fairfield CA	This Class I bikeway facility is owned and maintained by the Department and extends 1.2 miles. Approximately 50 feet north of I-80, it parallels westbound I-80, between Red Top Road and Green Valley Road.
Bay Area Ridge Trail; Fairfield CA, Solano County	A new segment of the Bay Area Ridge Trail was dedicated by the City of Fairfield and the Bay Area Ridge Trail Council in September 2010. This segment, which lies to the south of I-80 along McGary Road from Red Top Road to Hiddenbrooke Drive, is located immediately adjacent to the western segment of the project alignment. Approximately 3.5 miles long, this trail is designated for multi-use.
I-80/680/SR 12 Interchange Project—Cordelia to Napa (Proposed); Solano County	This 3-mile-long bike path will run from the SR 12W/Red Top Road intersection to the Napa County line. Under the two alternatives, this bike path will be either a Class I (following along the California Northern Railroad Roadway) or Class III bike path. CEQA clearance still needs to be obtained to move forward with design. As such, a construction date for this bike path is not currently known.
Waterfront Promenade; Suisun City, CA ^g	A 2.2-acre-long waterfront walkway owned and maintained by Suisun City. This lighted walkway is adjacent to the entire Old Town Waterfront, which connects Old Town Plaza to City Hall. ^a Located approximately 700 feet south of SR 12E, it is used for recreational activities such as walking, running, biking, and fishing. ^k
Central County Bikeway; Suisun City, CA	This Class I bikeway is owned and maintained by the City of Suisun, and is primarily used for walking, running, and biking. ^k It is located north of SR 12E, extending from Marina Boulevard to Walters Road. 2.7 miles in length, this bikeway's westerly terminus is approximately 2,000 feet east of the Suisun City Train Depot. ^k
Central County Bikeway Gap Closure Trail; Suisun City, CA	Located north and south of SR 12E this Class I bikeway follows Main Street from Marina Boulevard to the Suisun City Train Depot. Used for walking, running, and biking, it is owned and maintained by the City of Suisun and is approximately 1 mile long. ^k
Marina Extension Trail (Proposed); Suisun City, CA	This proposed Class I paved trail will be owned and maintained by the City of Suisun. Approximately 2,000 feet east of the Suisun City Train Depot, the trail will be located on the north side of SR 12E, along Marina Boulevard and Buena Vista Avenue and will serve recreational and transit purposes. ^k It will be 0.25 mile long and 10 feet wide. Funding sources for this trail are not yet known. ^k
Grizzly Island Trail (Proposed); Suisun City, CA	This proposed 0.75-mile-long, 10-foot wide, Class I paved recreation trail will be owned and maintained by the City of Suisun. The trail will be located on the south side of SR 12E and will run from Marina Boulevard to Grizzly Island Road. The western portion of this trail, beginning along Marina Boulevard, is approximately 2,000 feet east of Suisun City Train Depot. Partial funding for the trail has been obtained and construction is estimated to begin in the summer of 2011. ^k

Sources:

^a Jessop pers. comm.

^b Binner pers. comm.

^c Fairfield-Suisun Unified School District 2009.

^d Swearingin pers. comm.

^e California Department of Fish and Game 2009.

^f Pera pers. comm.

^g City of Fairfield 1998.

^h Jones & Stokes 2001.

ⁱ Hancock pers. comm.

^j Solano Transportation Authority 2009.

^k Majer pers. comm.

B.1.1.1 City of Fairfield

Construction activities related to the project alternatives may include traffic delays on city roads, where proposed improvements would occur, but all existing main access points to the areas discussed in this section of the document would be maintained. A Transportation Management Plan (TMP) would be prepared to address any short-term disruptions in existing circulation patterns during construction in order to facilitate local traffic circulation and through-traffic requirements during the construction period. Residents and businesses will be notified in advance concerning construction activities before construction begins near homes and businesses.

The project alternatives would not result in any violations of carbon monoxide (CO) National Ambient Air Quality Standards (NAAQS), are not considered a “Project of Air Quality Concern” (POAQC) for particulate matter (PM₁₀ and PM_{2.5}), would not exceed operational thresholds for reactive organic gases (ROG), nitrogen oxides (NO_x), CO, and PM₁₀ emissions, and would result in decreases (not increases) in all mobile source air toxics (MSAT) emissions. With implementation of measures outlined in Section 3.2-6, “Air Quality,” of the EIR/EIS, construction of the project would not result in a significant increase in ROG, NO_x, CO, and particulate matter emissions. Thus, no air quality-related effects on the Section 4(f) resources within the city of Fairfield discussed here would occur as a result of the proposed project.

Within the Section 4(f) resources discussed here, the project alternatives could affect potential nesting habitat for western burrowing owl, Swainson’s hawk, migratory birds, and raptors. However, implementation of the measures outlined in Section 3.3, “Biological Resources,” in the EIR/EIS would minimize these potential effects.

No planned project improvements would occur on the Section 4(f) properties within the city of Fairfield and listed here, no effects to existing natural communities or special-status plant or animal species would occur. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented as part of the project and best management practices would be implemented to ensure that no adverse impacts related to water quality affect these Section 4(f) resources as a result of project construction (see Section 3.2-2, “Water Quality,” in the EIR/EIS for additional information). Therefore, no adverse impacts related to biological resources or water quality would affect Section 4(f) resources within the city of Fairfield as a result of the proposed project.

Parks

The project alternatives include highway mainline, freeway-to-freeway interchange, interchange, and local roadway improvements within the city of Fairfield. As shown in Table B-1, four public parks (Allen Witt Park, Vintage Green Valley Park, Ridgeview Park, and Cordelia Community Park) within the city of Fairfield are located within 0.5 mile of the project alternatives. Ridgeview Park is the closest at approximately 500 feet. Given the distance of these four parks from the project alternatives, there would be no proximity impacts attributable to noise or visual impacts because there are homes, commercial buildings, and/or businesses between the project area and the parks. Additionally, as already noted, there would be no proximity impacts related to air quality, biological resources, or water quality on these parks as a result of the project

alternatives. Consequently, the project alternatives would not cause a constructive use of Allen Witt Park, Vintage Green Valley Park, Ridgeview Park, or Cordelia Community Park because the proximity impacts would not substantially impair the protected activities, features, or attributes of these parks.

Public School Playgrounds and Athletic Fields

Seven Fairfield public schools are located within 0.5 mile of the project alternatives. Rodriguez High School is located immediately adjacent to the project area. The public ownership, public availability, and use of the school's athletic field areas qualify this property as a potential Section 4(f) resource. Under Alternative C and Alternative C Phase 1, Lopes Road would be realigned approximately 100 feet to the west of its current location between Fermi Road and Red Top Road. This realignment would move the road closer to Rodriguez High School, but would not affect any portion of the school including its recreational fields. Further, as the areas of the Rodriguez High School immediately adjacent to the project area consists of landscaping, is outside the fenced areas of the school and is not used for recreational purposes, it is not considered a Section 4(f) resource.

Of the seven public schools located within 0.5 mile of the project alternatives, Rodriguez High School is the closest, adjacent to improvements along Lopes Road. Based on the traffic noise modeling study, noise levels taken from one prediction site located in the outfield of the softball field discussed above were calculated for existing and future conditions with and without the project alternatives. The existing traffic noise level at the loudest hour was estimated to be 53 dBA. The future levels (2035) at the noise prediction site (C15, located in the athletic field of the high school) were predicted to be 57 dBA with the project alternatives and 55 dBA under the No-Build alternative (ICF Jones & Stokes 2009). Although the alternatives would be two dBA higher under design-year conditions compared to design-year no-build conditions, noise level does not approach or exceed the noise abatement criteria (NAC) for the land use (67 dBA) under 23 CFR 772 (ICF Jones & Stokes 2009). Therefore, no noise mitigation is proposed as part of the project.

Additionally, the Department has determined that a constructive use does not occur when the proximity impacts do not substantially impair the characteristics that qualify the property for protection under Section 4(f). The proximity of the realigned road to the softball field would not preclude the use of this area for public recreational activities. It also would not affect the function of the school and the softball field would remain intact; recreation facilities would not be interrupted. Moreover, because the main entrance to the school and associated playfields is from Red Top Road and not Lopes Road, access to the school and associated fields would not change as a result of the roadway realignment. Additionally, as already noted, there would be no proximity impacts related to air quality, biological resources, or water quality on this school's athletic fields as a result of the project alternatives. The project alternatives would not cause a constructive use of Rodriguez High School because proximity impacts would not substantially impair the protected activities, features, or attributes of the school's athletic fields.

The other schools offer their playgrounds and athletic fields to the public for recreational use outside of school hours, and are considered potential Section 4(f) resources. Of these six schools, Oakbrook Elementary, at 1,100 feet away, is the closest school to the project alternatives. Because these six schools are approximately 0.25 mile or more away from the project

alternatives and are separated from the project alternatives by homes, commercial buildings, and/or businesses, there would be no associated noise or visual impacts from the construction activities. Furthermore, as noted, there would be no proximity impacts related to air quality, biological resources, or water quality on the athletic grounds of these schools as a result of the project alternatives. The project alternatives would not cause a constructive use of Armijo High School, Fairview Elementary School, E. Ruth Sheldon Elementary School, Nelda Mundy Elementary School, Oakbrook Elementary School, or Green Valley Middle School because proximity impacts would not substantially impair the protected activities, features, or attributes of these playgrounds and athletic fields.

Trails and Bikeways

A review of the City of Fairfield's Trails Master Plan (1998) and other resources identified six off-road trails within 0.5 mile of the project alternatives. All of these were evaluated as potential Section 4(f) resources. The Caltrans I-80 Pathway is currently used primarily for transportation. It does not link or connect any specific recreational facilities and is not designated as a recreational facility in any local planning documents. Additionally, it is considered by Caltrans staff, including the District 04 Bicycle Coordinator, to be a transportation facility. Therefore, it is not a Section 4(f) resource.

The American Canyon Creek Trail is closest to the project alternatives at 50 feet away from proposed improvements. This trail terminates on Lopes Road, a frontage road alongside southbound I-680. At the easterly terminus of the American Canyon Creek Trail, trail users would be exposed to construction noise associated with the project alternatives. However, given its proximity to I-680 (approximately 100 feet), trail users are already exposed to noise levels of 67 dBA at this location. The increase in noise would be temporary in nature, and would not disrupt or alter use of the trail. The future levels (2035) noise levels were predicted to be at 69 dBA with the buildout of the project alternatives and 68 dBA under the no-build alternative. While the projected noise level with the project alternatives would exceed the NAC for the land use (67 dBA), the increase in the projected noise levels, compared to the projected noise levels under no-build conditions, is barely perceptible (i.e., one dBA or less).

There would be some minor visual effects for trail users during construction. However, these effects would be temporary in nature and would occur only during the construction period. This temporary change in view would not affect access or the use of the American Canyon Creek Trail. Furthermore, as noted, there would be no proximity impacts related to air quality, biological resources, or water quality on this trail as a result of the proposed project. The project alternatives would not cause a constructive use of the American Canyon Creek Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of the trail.

The remaining three off-road recreational trails within 0.5 mile of the project alternatives are at least 1,500 feet away from any proposed improvements. Furthermore, these trails would be separated from the project alternatives by homes, commercial buildings, and/or businesses. Also, as noted, no proximity impacts relating to air quality, biological resources, or water quality would occur on these trails as a result of the project alternatives. The project alternatives would not cause a constructive use of the Green Valley Trail, the Green Valley Creek Trail, or the

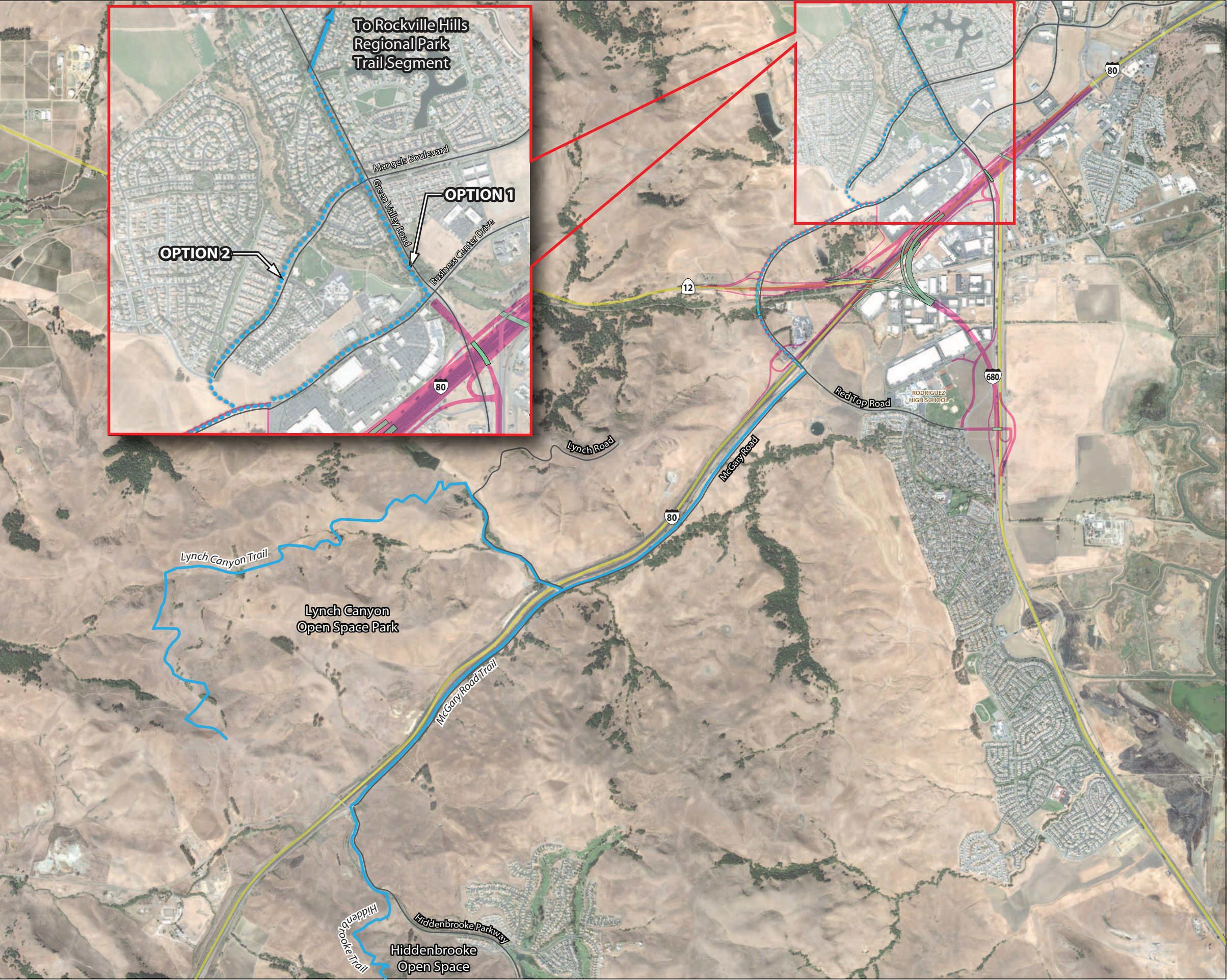
Cordelia Villages Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of these trails.

Additionally, a new segment of the Bay Area Ridge Trail was dedicated by the City of Fairfield and the Bay Area Ridge Trail Council in September 2010. This segment, which lies to the south of I-80 along McGary Road from Red Top Road to Hiddenbrooke Drive, is located immediately adjacent to the western segment of the project alignment (see **Figure B-1**). Approximately 3.5 miles long, this trail is designated for multi-uses including hiking, biking, and equestrian uses. The proposed project's Alternative C, Phase 1 will not cause a constructive use of the segment of the trail along McGary Road from Red Top Road to Hiddenbrooke because the proximity impacts will not substantially impair the protected activities, features, or attributes of the trail.

While more than half of the anticipated 550-mile Bay Area Ridge Trail is already open and dedicated for public use in perpetuity, some gaps remain in areas where the Bay Area Ridge Trail Council has been unable to arrange a route. Even with the new McGary Road Trail, the project area is one of the gaps in the current Bay Area Ridge Trail system (Bay Area Ridge Trail Council 2010, Solano Transportation Authority 2004). Bay Area Ridge Trail users currently traverse the project area and use existing on-street bike and pedestrian facilities located along Green Valley Road and I-80 to reach Red Top Road to access completed and open segments of the Bay Area Ridge Trail to the north and south.

Implementation of the build alternatives would beneficially open up several alternatives for completing the gap between the existing segments of the Bay Area Ridge Trail between Green Valley Road and McGary Road. There are two potential alignments considered to close the Bay Area Ridge Trail gap between Green Valley Road and McGary Road in the project area. The alignment would extend from McGary Road north along Red Top Road and the new Business Center Drive Extension to the new bike path alignment at the intersection with the existing Business Center Drive roadway. At this point, as shown as Option 1 in **Figure B-1**, the Bay Area Ridge Trail could continue along Business Center Drive to Green Valley Road and then run north to the existing trail segment on Green Valley Road. Alternatively, the Bay Area Ridge Trail could follow the new bike path alignment to Mangels Boulevard and then east along Mangels Boulevard to Green Valley Road and connect with the existing trail segment (Option 2 in **Figure B-1**).

Project alternatives could indirectly affect Bay Area Ridge Trail users if access through the project area was impeded during construction or if the project alternatives would impede or create a barrier to completing and opening new segments of the Bay Area Ridge Trail through the project area. Specifically, Alternative B, Alternative C, and Alternative C, Phase 1 include improvements that would involve widening I-80 and constructing new connector ramps to SR 12W as well as construction of a new road that would connect the I-80/Red Top Road interchange with Business Center Drive. Between I-80 and SR 12W, Red Top Road would be realigned to cross over the UPRR tracks and SR 12W approximately 0.25 mile west of the existing SR 12W/Red Top Road intersection. From SR 12W to Business Center Drive, the new road would be an extension of Business Center Drive, originally proposed as part of the North Connector project.



- Legend**
- Proposed New or Expanded/Improved Roads
 - Proposed New or Expanded/Improved Bridge/Overcrossing
 - Potential Bay Area Ridge Trail Alignments
 - Existing Bay Area Ridge Trails

NOTE: The McGary Road Trail was dedicated by the City of Fairfield and the Bay Area Ridge Trail Council in September 2010.

Figure B-1
Bay Area Ridge Trails
in Project Area

Figure B-1, Bay Area Ridge Trails in Project Area (BACK)

These improvements would affect the existing Caltrans I-80 Pathway, which connects Green Valley Road to Red Top Road at SR 12W, and would be realigned and/or relocated to the extension of Business Center Drive. As a result the Caltrans I-80 Pathway, which could be used by Bay Area Ridge Trail users to access completed and open segments of the Bay Area Ridge Trail to the north and south of the project area, might be closed for several months during project construction.

To minimize potential impacts to bicycle and pedestrian users of the Caltrans I-80 Pathway, the project will provide van service during certain hours to transport cyclists and pedestrians traveling between Green Valley Road at I-80 and Red Top Road at McGary Road during construction. After construction is complete, trail users would be able to traverse the project area utilizing the new extension of Business Center Drive to cross over SR 12W, the UPRR tracks and connect with Red Top and McGary Road. The project alternatives, once completed, would not impede access nor create a barrier to completing and opening segments of the planned Bay Area Ridge Trail in the project area. Thus, the provisions of Section 4(f) are not triggered.

B.1.1.2 Suisun City

Construction-related activities may include traffic delays on city roads, where project improvements would occur, but all existing main access points to the areas within Suisun City discussed here would be maintained. A TMP would be prepared to address any short-term disruptions in existing circulation patterns during construction in order to facilitate local traffic circulation and through-traffic requirements during the construction period. Residents and businesses would also be notified in advance concerning construction activities before construction begins near homes and businesses.

The project alternatives would not result in any violations of CO NAAQS, are not considered a POAQC for PM₁₀ and PM_{2.5}, and would not exceed operational thresholds for ROG, NO_x, and CO and would result in decreases (not increases) in all MSAT emissions. With implementation of measures outlined in Section 3.2-6, “Air Quality,” of the EIR/EIS, construction of the proposed project would not result in significant increases in ROG, NO_x, CO, and particulate matter emissions. No air quality-related impacts on the Section 4(f) resources within Suisun City listed below would occur as a result of the project alternatives.

Within the Section 4(f) resources located in the Suisun City portion of the project vicinity, the project alternatives could have effects on potential nesting habitat for western burrowing owl, Swainson’s hawk, migratory birds, and raptors. However, implementation of the measures in Section 3.3, “Biological Resources,” of the EIR/EIS would minimize these potential effects. Also, because no planned project improvements would occur on the Section 4(f) properties located within Suisun City listed below, no effects to existing natural communities or special-status plant species would occur. A SWPPP would be prepared and implemented as part of the project and best management practices would be implemented to ensure no adverse effects to water quality would occur on these Section 4(f) resources as a result of project construction (see Section 3.2-2 “Water Quality” in the EIR/EIS for additional information). Therefore, there would be no impacts related to biological resources or water quality on the Section 4(f) resources located in the Suisun City portion of the project vicinity as a result of the project alternatives.

Parks

In Suisun City the project alternatives includes highway mainline, interchange, and local roadway improvements. As shown in Table B-1, five public parks within Suisun City are located within 0.5 mile of the project alternatives. Old Town Plaza is the closest in proximity, approximately 400 feet away from the project alternatives. The other parks range from 750 to 2,000 feet away from the project alternatives, and are separated from the project alternatives by homes and businesses. At such proximity, there would be no associated noise or visual impacts from construction activities on these five public parks. Furthermore, as noted, there would be no proximity impacts related to air quality, biological resources, or water quality on these parks as a result of the project alternatives. The project alternatives would not cause a constructive use of Reverend Clay Bon Senior Park, Mike Day Park, Harbor Park, Old Town Plaza, or Sheldon Plaza because the proximity impacts would not substantially impair the protected activities, features, or attributes of these parks.

Public School Playgrounds and Athletic Fields

One public school, Crystal Middle School, is located within 0.5 mile of the project area. Located 2,000 feet away from the project alternatives, this school offers its playgrounds and athletic fields to the public for recreational use outside of school hours. Thus, it is considered a potential Section 4(f) resource. However, because this school is almost 0.5 mile away from the project alternatives and is separated from the project alternatives by homes, commercial buildings, and/or businesses, there would be no associated noise or visual impacts from construction activities. Additionally, as noted, there would be no proximity impacts related to air quality, biological resources, or water quality on Crystal Middle School as a result of the project alternatives. The project alternatives would not cause a constructive use of Crystal Middle School because the proximity impacts would not substantially impair the protected activities, features, or attributes of the playgrounds and athletic fields.

Trails and Bikeways

Five off-road Class I bikeways are located within 0.5 mile of the project alternatives within Suisun City. They are all considered potential Section 4(f) resources. Three of these trails are currently in use and two are future planned facilities (Major pers. comm.). The Central County Bikeway Gap Closure Trail is the closest at approximately 200 feet away from the project alternatives. Vegetation and commercial buildings separate this trail from the project area. Trail users could be exposed to construction noise associated with the project alternatives, but because this trail follows and travels underneath SR 12E, trail users would already be exposed to noise levels of 61 dBA at this location. The increase in noise due to construction of the project alternatives would be temporary in nature and would not disrupt or alter use of the trail.

Although both full-build alternatives would be one to two dBA higher under design-year conditions compared to design-year no-build conditions, noise levels would not approach or exceed the NAC for the land use (67 dBA) under 23 CFR 772 (ICF Jones & Stokes 2009). There would be no impacts attributable to noise. Furthermore, as noted, there would be no proximity impacts related to air quality, biological resources, or water quality on this trail as a result of the project alternatives. Therefore, the project alternatives would not cause a constructive use of the Central County Bikeway Gap Closure Trail because proximity impacts would not substantially impair the protected activities, features, or attributes of the trail.

The remaining four (two existing and two proposed) off-road recreational trails within 0.5 mile of the project alternatives range from approximately 700 to 2,000 feet away from any proposed improvements. Furthermore, these trails would be separated from the project alternatives by homes, commercial buildings, and/or businesses. Additionally, as noted above, there would be no proximity impacts related to air quality, biological resources, or water quality on this trail as a result of the project alternatives. The project alternatives would not cause a constructive use of the Waterfront Promenade, the Central County Bikeway, the Marina Extension Trail (Proposed), or the Grizzly Island Trail (Proposed) because the proximity impacts would not substantially impair the protected activities, features, or attributes of these trails.

B.1.1.3 Solano County

Construction-related activities may include traffic delays on county roads, where project alternatives would occur, but all existing main access points to the areas discussed below would be maintained. A TMP would be prepared to address any short-term disruptions in existing circulation patterns during construction in order to facilitate local traffic circulation and through-traffic requirements during the construction period. Residents and businesses would be notified in advance concerning construction activities before construction begins near homes and businesses.

The project alternatives would not result in any violations of CO NAAQS, are not considered a POAQC for PM₁₀ and PM_{2.5}, and would not exceed operational thresholds for ROG, NO_x, CO, and would result in decreases (not increases) in all MSAT emissions. With implementation of measures described in Section 3.2-6, “Air Quality,” of the EIR/EIS, construction of the project would not result in a significant increase in ROG, NO_x, CO, and particulate matter emissions. No air quality-related effects on the Section 4(f) resources within Solano County would occur as a result of the proposed project.

With regard to the Section 4(f) resources discussed here, the project alternatives have the potential to affect nesting habitat for western burrowing owl, Swainson’s hawk, migratory birds, and raptors. However, implementation of the measures in Section 3.3, “Biological Resources,” of the EIR/EIS would minimize these potential effects. Because no planned project improvements would occur on the Section 4(f) properties located within Solano County, no effects to existing natural communities or special-status plant species would occur. A SWPPP would be prepared and implemented as part of the project and best management practices would be implemented to ensure no adverse effects to water quality would occur on these Section 4(f) resources as a result of project construction (see Section 3.2-2, “Water Quality,” of the EIR/EIS for additional information). There would be no adverse impacts related to biological resources, or water quality on the Section 4(f) resources within Solano County as a result of the proposed project.

Public School Playgrounds and Athletic Fields

The project alternatives include highway mainline, interchange, and local roadway improvements within unincorporated portions in Solano County. As shown in Table B-1, one public school is within 0.5 mile of the proposed project. Solano Community College is located 1,500 feet north of the project alternatives. Because the college offers its athletic fields to the public for recreational use outside of school hours, it is considered a potential Section 4(f) resource. However, the college is further than 0.25 mile away from the project alternatives and is

separated from the project alternatives improvements by commercial buildings and/or businesses. There would be no associated noise or visual impacts from construction activities. Additionally, as noted, there would be no proximity impacts related to air quality, biological resources, or water quality on Solano Community College as a result of the proposed project. The project alternatives would not cause a constructive use of Solano Community College because proximity impacts would not substantially impair the protected activities, features, or attributes of the playgrounds and athletic fields.

Trails and Bikeways

A review of the Solano Transportation Authority's Solano Countywide Bicycle Plan (2004) and other resources identified one proposed and one existing bikeway within 0.5 mile of the project alternatives. The proposed bikeway, known as the 80/680/SR 12 Interchange Project—Cordelia to Napa, would parallel SR 12W from Red Top Road into Napa County. This bike path will be a Class II facility, is expected to be used for transportation equally as for recreation, and will not be considered a Section 4(f) resource. The provisions of Section 4(f) are not triggered.

The Suisun Parkway Trail, which is being constructed as part of the Suisun Parkway project, connects two segments of the Fairfield Linear Park Trail between Suisun Creek and Abernathy Road. The trail is owned and operated by Solano County and extends along the north side of the Suisun Parkway (formerly referred to as the North Connector) north of I-80. The Suisun Parkway Trail connects with the Fairfield Linear Park trail at Suisun Creek on the west and Abernathy Road on the east. The Suisun Parkway Trail is a Class I trail that would not be used primarily for transportation or part of a local transportation system. As such, it would be considered a Section 4(f) resource.

The trail is located on the north side of Suisun Parkway. Trail users would not be exposed to construction or long-term operational noise associated with the project alternatives because the trail is separated from the project area by Suisun Parkway (a four-lane roadway). Furthermore, as noted, there would be no proximity impacts related to air quality, biological resources, or water quality on this trail as a result of the project alternatives. Therefore, the project alternatives would not cause a constructive use of the Suisun Parkway Trail because proximity impacts would not substantially impair the protected activities, features, or attributes of the trail.

Wildlife Refuge/Area

Grizzly Island Wildlife Complex—Gold Hills Unit

Maintained by the California Department of Fish and Game (DFG), the 50-acre Gold Hills Unit of the Grizzly Island Wildlife Complex serves as a refuge area and nesting habitat for waterfowl and birds, and provides for plant and food growth for wildlife in the area (California Department of Fish and Game 2009). As such, the unit meets the criteria for a Section 4(f) resource. As shown in Table B-1, the unit is 50 feet east of the project alternatives. Although proposed construction activities would occur adjacent to the wildlife area, the activities would be minor and temporary in nature, and would not disrupt use, or alteration of, the refuge area. The future noise levels (2035) with the full-build alternatives would be only one dBA higher than the design-year no-build conditions (ICF Jones & Stokes 2009). This increase in noise level would be barely perceptible. Waterfowl, migratory birds, and other wildlife which are present within the Gold Hills Unit are already exposed to the existing noise volumes along I-680. Thus, there

would be no noise-related impacts on this Section 4(f) resource due to implementation of project alternatives. Additionally, as noted above, there would be no air quality, vegetation, wildlife or water quality related proximity impacts on this refuge as a result of the project alternatives. Consequently, the project alternatives would not cause a constructive use of the Gold Hills Unit because the proximity impacts would not substantially impair the protected activities, features, or attributes of the refuge area.

Suisun Marsh Management Area

Lands within the Suisun Marsh, to the south of the city of Fairfield and east of I-680, are protected by strict limitations on development within the primary and secondary management areas of the Suisun Marsh Protection Plan under the Solano County General Plan (Solano County 2008). Specifically, portions of the Suisun Marsh Secondary Management Area are located east of I-680 from the Gold Hill Road overpass and north to Jameson Canyon Creek. Although, the Suisun Marsh Secondary Management Area provides habitat for marsh-related wildlife and insulates the habitats in the primary management area, only those portions of the secondary management area that are publicly owned qualify as a Section 4(f) resource. Construction of Alternative B, Alternative C, and Alternative C, Phase 1 would involve improvements within the Suisun Marsh Secondary Management Area. However, as these improvements occur on land which is privately owned, this portion of the management area is not a Section 4(f) resource.

Other publicly owned portions of the Suisun Marsh Primary and Secondary Management Areas are located in the vicinity of the proposed project. Although proposed construction activities would occur near the Suisun Marsh Primary and Secondary Management Areas, the activities would not disrupt or alter use of the management areas. The future noise levels (2035) with the project alternatives would be only one dBA higher than no-build conditions within this portion of the project site (ICF Jones & Stokes 2009). This increase in noise level would be barely perceptible to humans. Wildlife species present within the management areas are already exposed to the existing noise volumes along I-680. There would be no noise-related impacts on this Section 4(f) resource due to implementation of project alternatives. As noted, there would also be no proximity impacts related to air quality, biological resources, or water quality on the management areas as a result of the project alternatives. Consequently, the project alternatives would not cause a constructive use of the Suisun Marsh Primary and Secondary Management Areas because proximity impacts would not substantially impair the protected activities, features, or attributes of the refuge area.

B.1.2 Historic and Archaeological Sites

Section 4(f) applies to lands of a historic site of national, state, or local significance. The Neitzel Farm parcel, which originally contained National Register of Historic Places-eligible¹ (NRHP) structures, is located within the area of potential effects (APE)² for the project alternatives. Both alternatives (Alternative B and Alternative C) include improvements occurring within the

¹ The National Register of Historic Places (NRHP) is the official list of the Nation's historic places, including districts, sites, buildings, structures, and objects that are significant to American history, architecture, archeology, engineering, and culture that are worth of preservation. To be NRHP-eligible, a resource must possess a quality of significant in American history per the criteria for evaluation under 36 CFR Part 60.

² The area of potential effect (APE) is defined as the study area for historic resources affected by the project.

boundaries of the Neitzel Farm parcel. However, the historic Neitzel Farm has been removed by the Fairfield Corporate Commons project, which is currently under construction and will be complete prior to the construction of the proposed project.

Three eligible historic resources are located adjacent to the proposed project: the Suisun City Train Depot, the Village of Cordelia Historic District, and the Suisun City Historic District. Under both alternatives, construction would occur in the southern portion of the Suisun City Train Depot parcel, however, the depot is located on the northern portion of the parcel and the construction would not result in an adverse effect.³ Under Alternative B and Alternative B, Phase 1, construction would bring the highway closer to the Village of Cordelia Historic District, but this would not constitute an adverse effect because none of the contributing properties would be affected. There would be a visual impact to the district, but it would not be considered adverse because the setting of the district has already been affected by the existing facility. Under Alternative C, and Alternative C, Phase 1 the highway would be moved further from the district and there would be no effect. Similarly, both alternatives would result in a visual impact to the Suisun City Historic District but it would not be an adverse effect because it would not alter the district's overall sense of place and time. As indicated in Stipulation II.B.4 of the 80/680/12 Programmatic Agreement (See Appendix H of the EIR/EIS) the project, as currently proposed, will result in no adverse effect on eligible built environment properties. The SHPO's signature on the PA constitutes agreement with that determination.

If the historic or archaeological site is not listed on or eligible for listing on the NRHP, the provisions of Section 4(f) do not apply (23 CFR 774.11[e]). In all, 42 non-eligible historic properties, two non-eligible archaeological sites, and 29 bridges are located within the proposed project's APE.

B.2 Printed References

Bay Area Ridge Trail Council. 2010. Bay Area Ridge Trail Council Web site. Available at: <<http://www.ridgetrail.org/index.cfm>>. Accessed February 17, 2010.

California Department of Fish and Game. 2009. *Grizzly Island Wildlife Area - Solano County*. Available at: <<http://www.dfg.ca.gov/lands/wa/region3/grizzlyisland/index.html>>. Accessed: July 22, 2009.

³ The terms "adverse effect" and "no effect" are defined under the National Historic Preservation Act. Had there been an adverse effect under the National Historic Preservation Act, it would have constituted as a "use" under Section 4(f).

California Department of Transportation. 2009. Standard Environmental Reference, Forms and Templates, Annotated Outlines/Re-Validation Form, EIR/EIS. June. Available: <<http://www.dot.ca.gov/ser/forms.htm>>. Accessed: July 2, 2009.

City of Fairfield 1998. *Master Trails Plan*. Prepared by the Department of Community Services, Department of Planning and Development, City of Fairfield.

Federal Highway Administration 2012. *Section 4(f) Policy Paper*. Office of Planning, Environment and Realty Project Development and Environmental Review. March 1. Available at: <<http://www.environment.fhwa.dot.gov/4f/4fpolicy.asp#toc>>. Accessed: October 8, 2012.

ICF Jones & Stokes. 2009. Noise Study Technical Report for the I-80/I-680/SR-12 Interchange Project, Solano County, California. March.

Maryland Department of Transportation; State Highway Administration Section 4(f) interactive Training (2006). <Available at: <http://www.section4f.com/home.htm>>. Accessed: July 22, 2009.

Solano County. 2008. *General Plan*. Fairfield, CA.

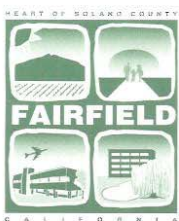
Solano Transportation Authority 2004. *Solano Countywide Bicycle Plan*. Available at: <<http://www.sta.dst.ca.us/pdfs/Plans/2004%20Solano%20Countywide%20Bike%20Plan.pdf>>. Accessed: July 22, 2009.

B.3 Personal Communications

Majer, Alysia. Management Analyst, Public Works Department, City of Suisun City. Telephone conversation with Beth Eggerts of ICF International on June 29, 2009 and November 9, 2009, regarding the trail facilities within Suisun City.

Miller, Brian. City Planner, Community Development Department, City of Fairfield. Telephone conversation with Beth Eggerts of ICF International on February 17, 2010, regarding the designation of the Bay Area Ridge Trail within the City of Fairfield.

Concurrence from City of Fairfield Regarding Impacts to City of Fairfield Linear Park



CITY OF FAIRFIELD

Founded 1858

Incorporated December 12, 1903

COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division

VIA REGULAR MAIL AND FACSIMILE (510-286-5600)

November 22, 2010

Melanie Brent
District Office Chief
Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Re: Concurrence Regarding Impacts to City of Fairfield Linear Park

Dear Ms. Brent:

I am writing in response to your November 5, 2010 letter seeking concurrence on the finding of minimal impact upon the City of Fairfield Linear Park from the proposed Interstate 80 (I-80)/Interstate 680 (I-680)/State Route 12 (SR12) Interchange project.

The City of Fairfield confirms that the proposed project's impacts would be minimal and that these impacts will be temporary in nature and addressed through the realigned trail. We look forward to continue to work with you during the final design phases to ensure that proper measures are utilized to avoid and minimize any impacts.

Sincerely,

ERIN L. BEAVERS
Director of Community Development

ELB:ccs

c: Janet Adams, Solano Transportation Authority
George Hicks, City of Fairfield Public Works Department

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CITY OF FAIRFIELD

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FAIRFIELD, CALIFORNIA 94533-4883

www.fairfield.ca.gov

**Section 4(f) Memorandum for the
Interstate 80/Interstate 680/State Route 12 Interchange Project**

District 4-SOL-80 (PM 10.8/17.0); SOL-680 (PM 10.0/13.1);
SOL-SR 12 (PM1.7/L2.8); and SOL-SR 12 (PM L1.8/4.8)
EA # 0a5300, Project #04-0000-0150

REASON FOR THIS MEMORANDUM

Since the publication the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 80/Interstate 680/State Route 12 Interchange Project in August 2010, a change has been incorporated into the project description by the Solano Transportation Authority (STA) and the Department.

This revision includes the relocation of a Pacific Gas & Electric (PG&E) valve lot to an alternate site than previously analyzed. PG&E has indicated that the site currently identified is not ideal for their long term needs; PG&E has thus identified an alternate site for relocating their facilities. The alternate site would be located on property to the east of I-680 along Central Way. This proposed site is owned by the Fairfield-Suisun Unified School District (FSUSD). See Figure 1 of **Attachment A**.

The purpose of this memorandum is to document any changes in the Section 4(f) analysis presented in the Draft EIR/EIS that results from the change to the project description described above.

PROJECT DESCRIPTION

Please refer to **Attachment A** of this addendum for a description of the setting and activities associated with the relocation of the PG&E valve lot to the alternate site.

ANALYSIS

The closest Section 4(f) resource to the alternate PG&E valve lot site is the Cordelia Historic District, located approximately 0.2 mile to the south (see Figure 3.1.1-1, Sheet 4 of the Draft EIR/EIS). Relocation of the valve lot to this alternate site would not directly impact this Section 4(f) resource. Construction and operation involved with the valve lot would be concentrated on the northerly portion of the FSUSD property (those portions of the site furthest from the Cordelia Historic District), thereby reducing any potential for indirect effects to occur.

Thus, activities associated with relocating to this alternate location would not create any new additional Section 4(f) impacts beyond what was already analyzed.

CONCLUSION

For the reasons described above, relocating the PG&E valve lot to the alternate site would not change the findings, recommendation or conclusions of the Section 4(f) analysis in the Draft EIR/EIS.

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ATTACHMENT A:
RELOCATION DESCRIPTION

ATTACHMENT A:
PACIFIC GAS & ELECTRIC (PG&E) VALVE LOT RELOCATION DESCRIPTION

Project Location, Setting and Description:

The existing valve lot would be relocated within a 7.69 acre site, owned by the Fairfield Suisun Unified School District (APN 045-300-070) (see **Figure 1**), located at 3630 Ritchie Road in the City of Fairfield within Solano County. The relocated valve lot would occupy a 1.32-acre portion of the school district parcel (northwestern portion of the property). The 7.69 acre parcel would be divided into two separate parcels: 1) one 1.32-acre parcel for the relocated PG&E valve lot and portions of the pipelines leading to the valve lot which would be acquired by STA; and, 2) the remainder of the parcel (6.37 acres) for future development (development of which is not part of this project).

The project site for the valve lot is currently vacant, but was previously occupied by the Green Valley Middle School. The school has been relocated, the buildings demolished and the site has remained vacant since 2004. A portable classroom unit which is no longer used is located on the western portion of the project site, which would be removed as part of the project prior to construction.

The 7.69 acre site is bound by Ritchie Road to the west, commercial/industrial businesses to the north, and Grobric Court to the east. Cordelia Automotive, a mechanical automotive service business, and Classic Powder Coating, a metal refinishing business is immediately north of the project site. Inserv Company, a water treatment product and equipment business, is east of the project site. Vacant areas are immediately south of the project site. I-680 and I-80 are located 0.15 miles to the west and north of the project site, respectively. Green Valley Creek is 0.1 miles northeast of the project site. The Village of Cordelia Historic District is 0.2 miles south of the project site.

The existing PG&E valve lot is located between I-680 and I-80, to the east of Lopes Road (See **Figure 1**). The project would relocate the existing valve lot to a new location on the east side of I-80 (the project site) 0.2 mile (approximately 1,000 feet) east of its current location. All activities on the existing valve lot would cease as the lot would be deactivated and all pipeline maintenance equipment on site would be removed once the new valve lot is operational. Relocation of the valve lot is necessary to make way for the proposed improvements to the Green Valley overcrossing.

Figure 2 shows the plan for relocating the valve lot and pipelines. As shown in the figure, all major piping and valves would be installed below ground with the exception of aboveground pipeline extensions with valve/hand wheels to regulate gas flow. The installation of pipelines and the valve/hand wheels aboveground on the project site would require excavations of approximately 5 to 10 feet, depending on the location. The final height of the aboveground equipment would be at ground level. Additionally, a pipeline inspection gauge (pig) launcher would be installed at the project site. Pig launchers are pipeline maintenance equipment used to clean the pipeline or assess corrosion along a pipeline. Piping associated with the pig launcher would be approximately 4 to 5 feet above ground.

The finished valve lot would be approximately 1 foot above grade with an aggregate base (gravel). Maintenance equipment and pipelines installed would be enclosed with a 7-foot high chain-linked fence.

Five new underground gas pipelines would be installed to connect the existing natural gas system to the relocated valve lot (see **Figure 3**). Of the five pipelines, two pipelines would route gas to the valve lot and three pipelines would route gas from the valve lot to PG&E's existing gas distribution system. **Table 1** lists the diameter and length of the project pipelines. The capacity of the natural gas pipelines or PG&E's gas delivery system would not increase as a result of the project.

Table 1: Project Pipeline Details

Pipeline	Diameter	Length
Pipelines Routing Gas to the Valve Lot		
L-210A	32 inches	100 feet
L-210B	16 inches	350 feet
Pipelines Routing Gas from the Valve Lot		
L-210A	24 inches	1,650 feet
L-210B	16 inches	1,650 feet
L-210C	24 inches	650 feet

Source: GTS, 2011; Circlepoint, 2011.

Construction to install pipelines under roadways, including I-680, I-80, and Central Way would utilize trenchless construction methods, such as the guided boring method¹ or horizontal directional drilling², to limit surface ground disturbances. In other areas, trenching and open-cut methods would be used to install the pipelines. The direct buried sections of the pipelines would be excavated to a maximum depth of 8 feet; the new pipelines would be located at a minimum depth of 5 feet. At pipeline tie-in areas, bell holes³ would be excavated to maximum depth of 18 feet.

Figure 4 shows the areas of surface disturbances and subsurface disturbances related to project construction. All of these areas with the exception of the 7.69 acre site owned by the Fairfield Suisun Unified School District, occur within areas already identified for ground disturbance as part of the Alternative C, Phase 1 project.

The valve lot relocation would require the acquisition of 1.32 acres from the Fairfield Suisun Unified School District, and secure permanent and temporary easements needed for operation/maintenance and construction staging purposes. **Table 2** lists the Assessor Parcel Numbers (APN) and acreages associated with the acquisition and permanent easements. **Figure 5** shows the location of the fee acquisition and easements.

¹ The guided boring method of pipeline installation is a 3-step process. First, a pilot tube is pushed through the ground from a jacking shaft to a reception shaft at the end location. Second, the pilot bore is enlarged from the jacking shaft to the reception shaft using augers inside a steel casing. Lastly, the pipe is pushed behind the steel casing, and the steel casing is extracted at the reception shaft simultaneously.

² Horizontal directional drilling (HDD) is a surface-launched process whereby a pilot bore is drilled by pushing a drill pipe and drill bit from the entry point along a curved pathway to the exit point. When the pilot bore is complete, the bore is reamed in one or more passes to enlarge the bore to the diameter that can accommodate the pipe. The steel pipe is then pulled into the bore back to the entry point.

³ Bell holes are excavations made at the section joints of a pipeline. PG&E would excavate the soils to make it safe for construction employees to work.

Table 2: Project Acquisition and Permanent Easements

APN	Owner	Acreage
Fee Acquisition		
0045-3000-070	Fairfield Suisun Unified School District	1.32 acres
<i>Total Acreages under Fee Acquisition</i>		<i>1.32 acres</i>
Permanent Easements		
0045-300-040	James L. & Cheryl C. Campi	0.12 acres
0045-300-070	Fairfield Suisun Unified School District	0.07 acres
<i>Total Acreages under Permanent Easement</i>		<i>0.19 acres</i>

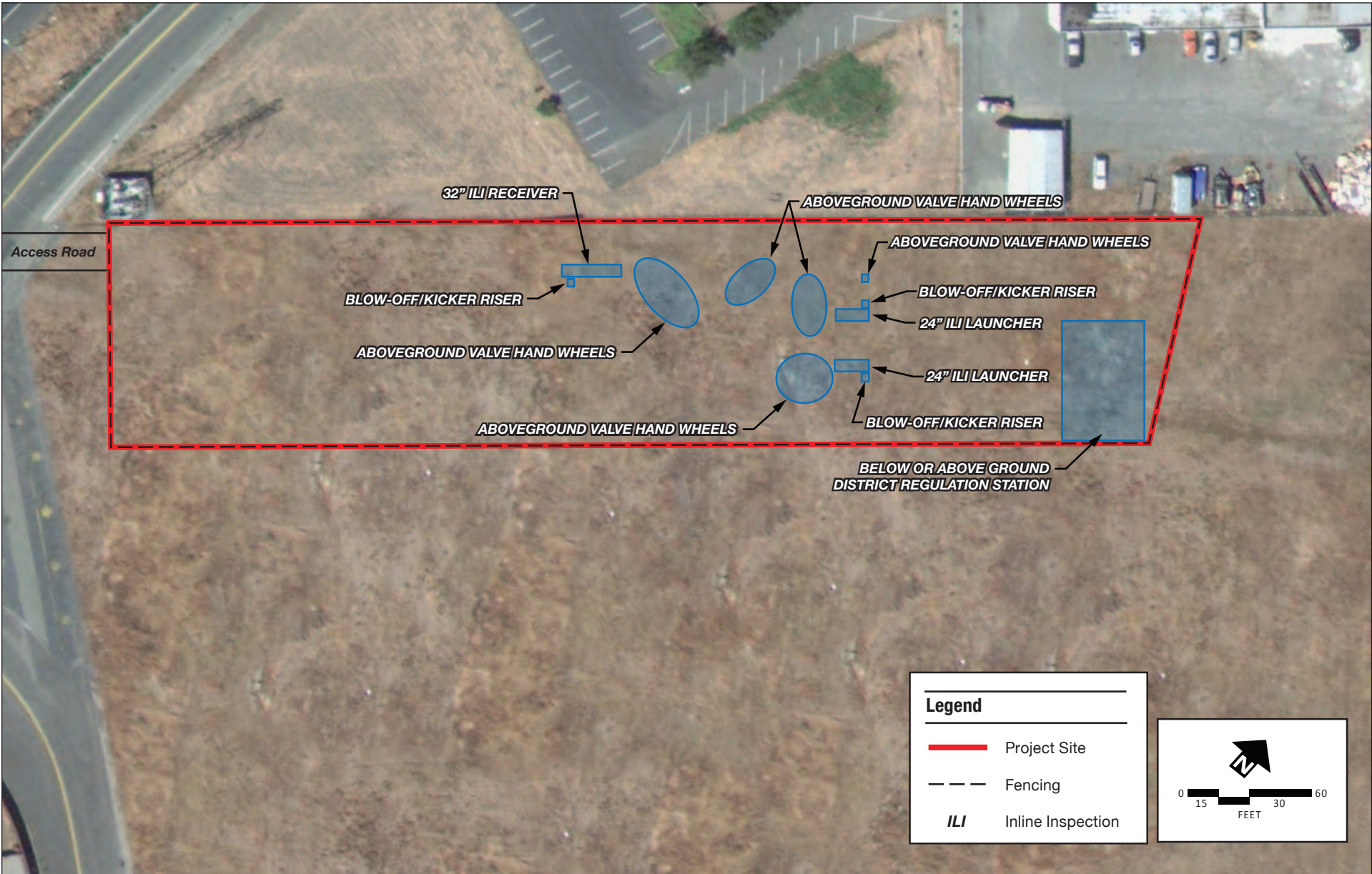
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Project Location Map

Figure

Source: Google Earth Pro; Circlepoint, 2011.

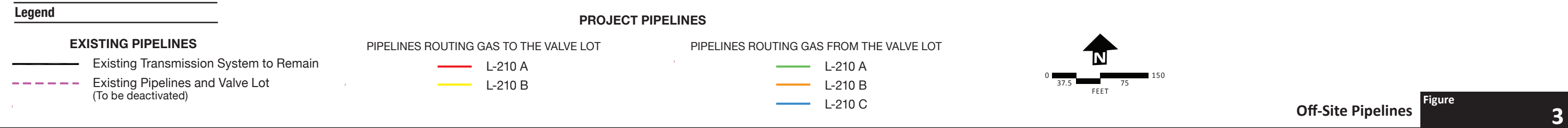
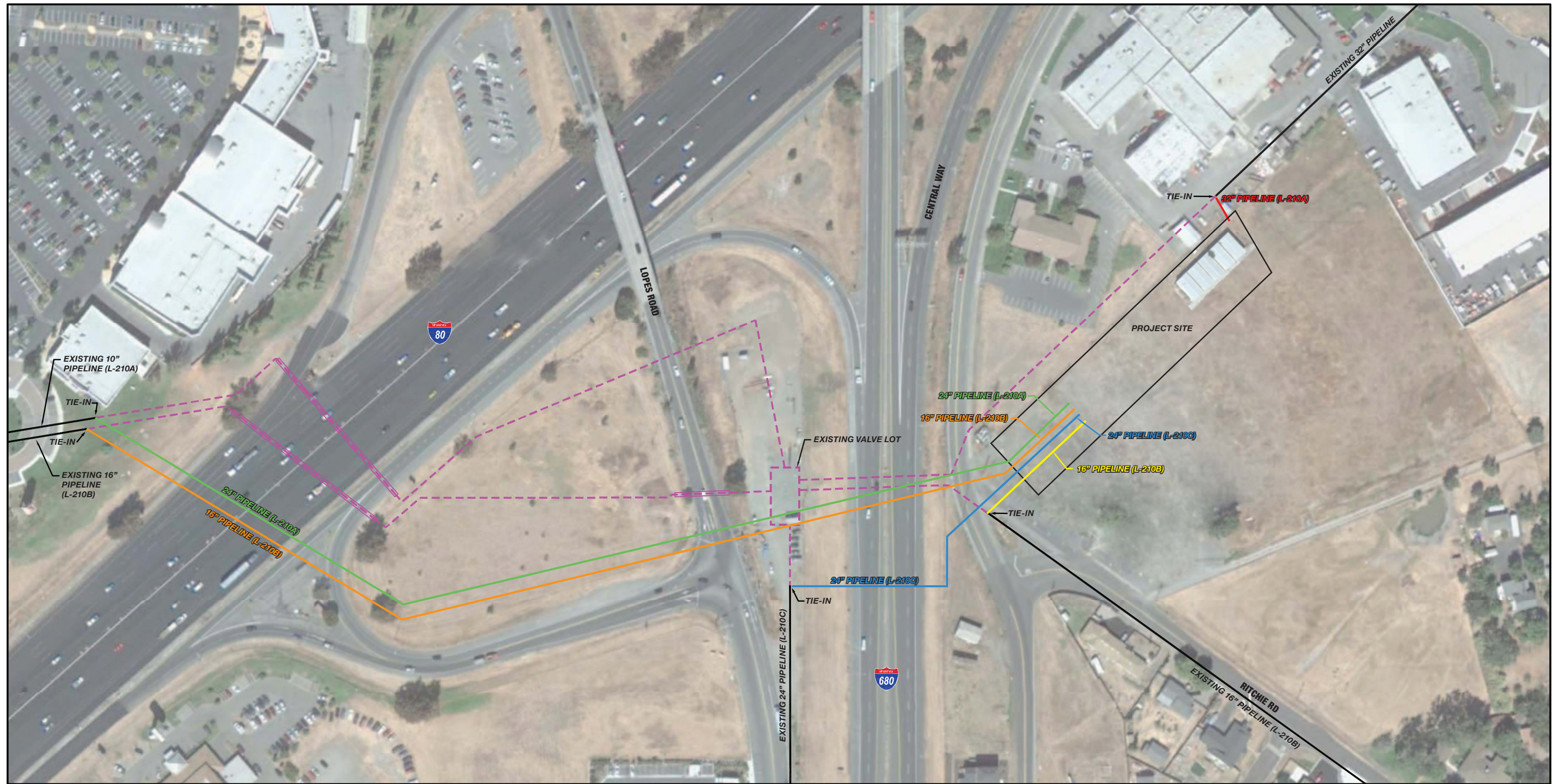


Project Site Plan

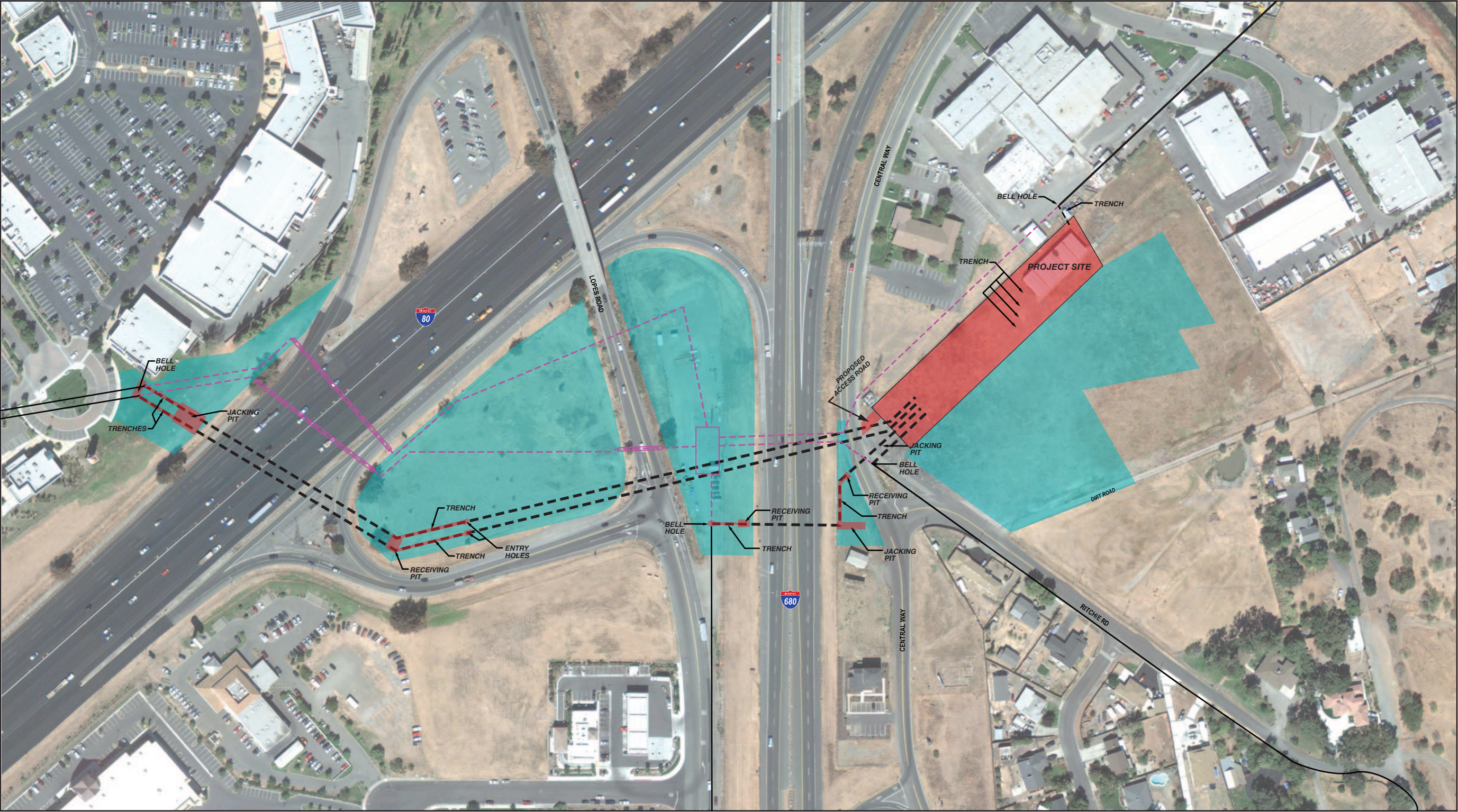
Figure

2

Source: GTS, 2011.



Source: GTS, 2011.

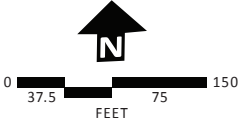


Legend

Areas of Disturbance

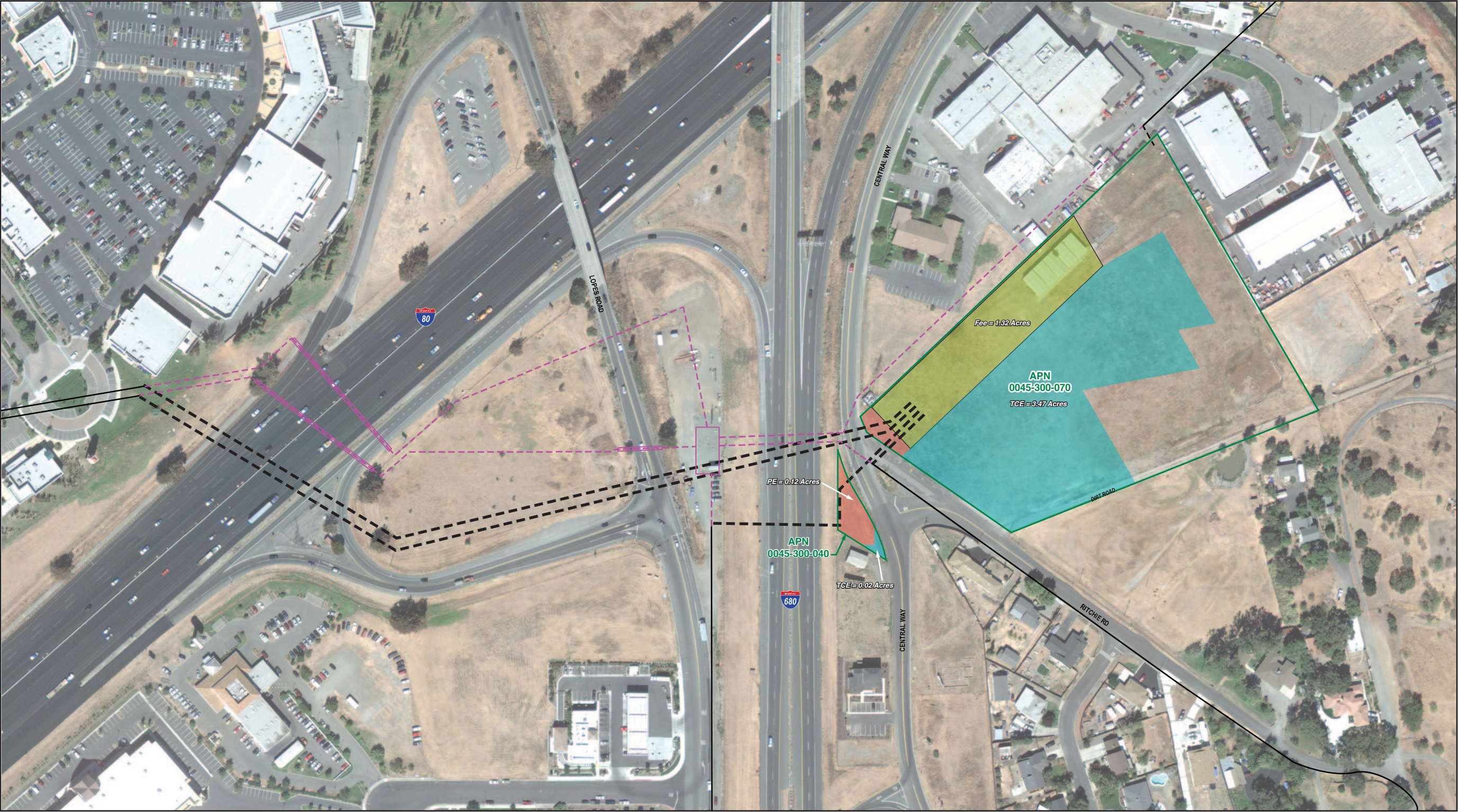
- Construction Impact Areas (Temporary Construction Easements)
- Soil Disturbance Area

- Project Pipeline
- Existing Pipeline
- Existing Pipeline (To be abandoned)









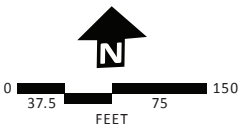
* Areas of disturbance include permanent and temporary disturbances.

Source: GTS; I-80/I-690/SR-12 Interchange Project, 2011.



Legend

- | | |
|--|--|
|  Permanent Easement (PE) |  Project Pipeline |
|  Project Valve Lot Location (Fee Acquisition) |  Existing Pipeline |
|  Temporary Construction Easement (TCE) |  Existing Pipeline (To be abandoned) |
|  APN Parcel | |



* Areas of disturbance include permanent and temporary disturbances.

Acquisition and Easement Locations

Figure

Source: GTS; I-80/I-690/SR-12 Interchange Project, 2011.

