

## Introduction

On Wednesday, February 24, 2021 from 4:30 – 6:00 p.m., the City of Folsom held a Virtual Community Meeting for the US 50/Empire Ranch Road Interchange Project to provide a project overview and environmental impact presentation to more than 150 community members. The project team also answered questions from the community about the US 50/Empire Ranch Road Interchange Project.



*The proposed Empire Ranch Road Interchange is between the existing East Bidwell Street interchange in Folsom and the Latrobe Road interchange in El Dorado Hills on the Sacramento/El Dorado County line.*

## About the Project

The City of Folsom, in collaboration with Caltrans, is proposing a new interchange between the existing East Bidwell Street interchange in Folsom and the Latrobe Road interchange in El Dorado Hills on the Sacramento-El Dorado County line. By redistributing traffic along the border between East Sacramento County and Western El Dorado County, this interchange will reduce current and projected traffic congestion and improve regional safety. The project is currently in the preliminary design and environmental phase, which is expected to be completed by the summer of 2021 once the environmental document is approved.

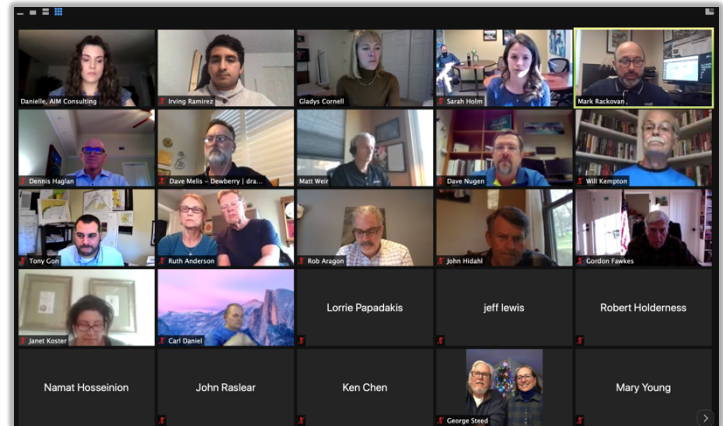
The US 50/Empire Ranch Road Interchange Project will include a four-lane overpass with roundabouts at the intersections of the Highway 50 ramp connections to both westbound and eastbound Highway 50, as well as bicycle and pedestrian facilities. To improve safety along the US 50 corridor, the project will include the reconstruction of a sound wall behind homes between

Hayloft Drive and Iron Point Road. The total cost of the project, including soft costs and auxiliary lanes, is estimated to be \$60 million. The project will be funded by a combination of federal funds, developer impact fees, local sales tax, and gas tax.

### Meeting Format & Objectives

The US 50/Empire Ranch Road Interchange Virtual Community Meeting was held online through Zoom to present the project background, design, and environmental planning process. There were 169 total participants in the Virtual Community Meeting.

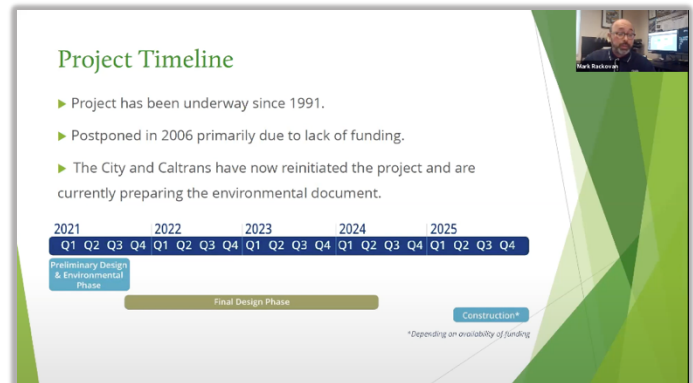
Gladys Cornell, Principal of AIM Consulting, opened the meeting by welcoming attendees and providing a meeting orientation with instructions on how to participate. She then introduced the project team and outlined the meeting agenda. Following her introduction, Gladys turned the presentation over to Mark Rackovan, Engineering Operations Manager with the City of Folsom.



*Over 150 community members attended the virtual community meeting.*

### **Presentation on Project Background & Overview**

Mark Rackovan began by detailing the background of the US 50/Empire Ranch Road Interchange Project. He stated that this project has been in the works for more than 20 years and that it is now being reinitiated after being postponed in 2006. He also presented the project schedule and shared that the project is currently in the preliminary design and environmental phase, which is expected to be completed by the summer of 2021 once the environmental document is approved.



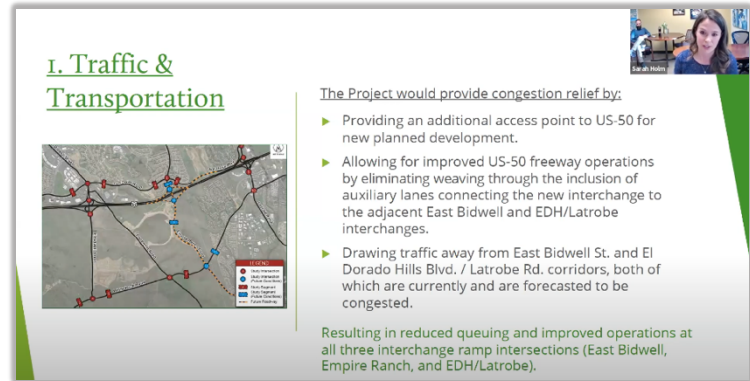
*Mark Rackovan gives an overview of the project's background and schedule.*

Next, the project team played a short video to provide participants with a more in-depth look at the project background and design.

Following the video, the presentation was turned over to Sarah Holm, Dokken Engineering's Environmental Division Manager, who presented on the environmental process.

### Presentation on the Environmental Process

Sarah started by outlining the project's characteristics as well as some of the alternative interchange options that were explored. She explained that the team reviewed traffic data to determine all of the possible construction and interchange configurations for this area. They then compared each configuration, working closely with Caltrans to see how well each alternative performed in terms of traffic, safety, expense, and the needs of pedestrians and cyclists. Sarah mentioned that this project has already been through the entire environmental review process back in 2006. The goal this time around is to study what has changed since the postponement in 2006 and use this new information to create an updated Supplemental EIR/EA.



*Sarah Holm with Dokken Engineering presented on the environmental process.*

Sarah then gave a high-level rundown of the six important environmental impacts for the US 50/Empire Ranch Road Interchange Project. These are: traffic and transit, visual/aesthetics, wetlands and waters, ecological resources, greenhouse gas pollution, and noise.

Once Sarah had finished presenting on the environmental impacts of the project and mitigation measures that the project team would be taking, she turned the presentation back over to Gladys Cornell, who facilitated a large group discussion.

### Discussion

During the discussion section of the Virtual Community Meeting, multiple community members raised questions about road safety and inquired as to how the interchange would tackle speeding and peak hour traffic. The project team identified a number of ways in which the intersection will improve pedestrian and driver safety, the most important of which is the roundabout configuration itself, which requires that drivers slow down when entering the highway before safely gaining speed.

Questions about bike and pedestrian accessibility were also answered by the project team. Saying that there will be six-foot sidewalks across the bridge with eight-foot shoulders to encourage people to get from one side of the bridge to the other, and that they are looking at adding a new Class 1 bike facility that would go beneath the ramps. During the design process, this option will be examined further.



*Many community members had questions that were addressed during the discussion section.*

Another reoccurring topic during the Q&A session was about the project's environmental implications, such as noise level changes and impact on natural resources. The project team explained the ways in which these impacts would be mitigated, including using rubberized asphalt and/or open grade asphalt to minimize noise levels below the city of Folsom's thresholds. In regard to concerns about environmental impact mitigation, they reported that about 70 oak/native trees would need to be replaced, and that the City of Folsom would reduce the impact by planting trees at a ratio determined by the city's tree ordinance.

Environmental effects and traffic management were other reoccurring themes during the discussion session. A Frequently Asked Questions (FAQ) sheet was developed to address all of the questions that were answered during the meeting, and can be found in the appendix.

Following the discussion session, Gladys Cornell thanked everyone for attending and dismissed the meeting.

### Education and Awareness Campaign

To maximize community participation at the virtual community meeting, the project team launched an education and awareness campaign. The project team developed an informational flyer as well as a social media graphic, which they used for paid promotion on Facebook. They also sent a direct mailer out to over 1,000 residences within ½ mile of the project area to notify them of the meeting.

Developers, businesses, educational institutions, public agencies, and community groups within the project area were established as stakeholders and contacted via phone or email to invite them and their constituents to the meeting. Partner organizations and agencies were given digital communication materials to share with their constituents through communication platforms such as email, social media, and newsletters. The Appendix contains full-size versions of the flyer, direct mailer, and social media graphic.

### Community Partners

Information about the Virtual Community Workshop was shared with ten (10) organizations or agencies in Folsom/El Dorado County to share publicly with their constituents, or within their organization. Here is a list of partner agencies and organizations who shared information publicly:

- City of Folsom
- CalTrans
- Folsom Chamber of Commerce
- Pique at Iron Point
- Folsom Fire Department
- Folsom Police Department
- Russell Ranch Elementary
- Empire Oaks Elementary School
- El Dorado Hills Chamber of Commerce
- El Dorado County Chamber of Commerce
- Capital Southeast Connector, JPA
- El Dorado County Sheriff

### Social Media

The project team shared information about the Virtual Open House through a Facebook ad, targeted at those who live in the proximity of the project area. Below is a summary of the results:

- [Social media reminder – February 10, 2021](#)
  - 439 impressions (views)
  - 94 engagements (post clicks)



*Informational Flyer for the virtual open house*

### Direct Mail

The project team sent a direct mail piece with an invitation to the Virtual Open House to more than 1,000 residents adjacent to the project area.



## Appendix

- FAQ Sheet
- Flyer
- Social Media Graphic
- Direct Mailer
- Presentation



### Environment

1. Which method will be used to determine the air quality issues caused by homeowners in the proposed interchange area?
2. Will environmental landscaping be added to reduce car exhaust exposure for local residents?
3. How does this interchange affect housing values in the immediate neighborhoods?
4. What is the plan to assess the impact of the increased development in the area in regard to increased traffic, noise, and pollution?
5. What is the projected traffic volume on Empire Ranch Rd?
6. Has Naturally Occurring Asbestos (NOA) study been done?
7. How is the sound level for the end of Folsom north exit?
8. How can we submit comments on the record for the environmental document?
9. Can you explain what the 3:1 mitigation for wetlands, etc., means?
10. Will the rubberized pavement meet National Environmental Policy Act (NEPA) noise abatement criteria?
11. What specific measures are being included to reduce or mitigate impacts to tri-colored blackbird?

### Traffic Safety

1. How is the interchange designed to control speeding?
2. How are traffic safety and speeding on Saratoga Way going to be addressed before this project is fully approved?
3. Has a study been done on improving traffic flow at the East Bidwell interchange instead of building a new interchange?
4. What sort of traffic control will there be at Empire Ranch Road and Iron Point Road?
5. Will the on-ramps have traffic metering?
6. What are the range of values for annual traffic demand growth?
7. Has a similar roundabout design already been implemented?
8. Will there be changes to the speed limit on the connecting roads?
9. Has the attracted traffic from Hwy 50 to Roseville been considered?

### Interchange Design/Construction

1. How many conceptual renderings of the project are under consideration at this time?
2. What is the timing to start construction of the interchange?
3. Does Caltrans own the vacant land where the interchange is going on both sides of highway 50?
4. When do you expect to complete the road from Highway 50 to White Rock Road?
5. Will this interchange be walkable and bikeable?
6. Is the southern extension of Empire Ranch Road from the proposed interchange to White Rock Road a part of the interchange project, or a separate project?
7. Who are the primary users of this interchange that make it a requirement (El Dorado Hills or Folsom shoppers, El Dorado Hills residents, Empire Ranch residents, etc.)?



8. Why did the project team choose this configuration for the interchange?
9. Is there any commercial forecast in the vicinity of this project?
10. Which interchange comes first: Oak Avenue or Empire Ranch Road?

Question	Answer
Which method will be used to determine the air quality issues caused by homeowners in the proposed interchange area?	For this interchange project, a comprehensive air quality study was completed, which looked at both the project's short-term emissions as well as its long-term emissions. During this study, it was found that the project would not cause or contribute to any new localized pollutant violations. Pollutant emissions, such as particulate matter, would not be substantial.
How many conceptual renderings of the project are under consideration at this time?	There are currently three renderings available. There is one for the south side of Empire Ranch Road, and there is one for both eastbound and westbound Highway 50.
Will environmental landscaping be added to reduce car exhaust exposure for local residents?	The project team is still working on a conceptual landscaping design since the project is still in the early stages of development, but landscaping will be included.
What is the timing to start construction of the interchange?	Construction is estimated to begin in 2025, depending on availability of funding.
Does Caltrans own the vacant land where the interchange is going on both sides of highway 50?	Caltrans does own a significant portion of the land on both sides of the interchange, but not all of it. Private developers also own land in the area.





<p>How is the interchange designed to control speeding?</p>	<p>The interchange uses a roundabout design which limits entry speeds to around 25-30 miles per hour.</p>
<p>How does this interchange affect housing values in the immediate neighborhoods?</p>	<p>According to some studies, the closer you are to a highway, the higher your home's value. But this is a subjective issue that is dependent on individual preferences.</p>
<p>What is the plan to assess the impact of the increased development in the area in regard to increased traffic, noise, and pollution?</p>	<p>To assess the traffic, noise, and pollution impacts, the project team collected data from a traffic study that was conducted in 2018. The data from this study provided the most detailed picture of development conditions in Folsom in 2018 and in the future. The project team took this base data from 2018 and put it into their own travel demand model, which not only defines land use in Folsom, but also in Sacramento and El Dorado County, and they looked at potential travel demand scenarios for the years 2025, 2036, and 2045.</p>
<p>How are traffic safety and speeding on Saratoga Way going to be addressed before this project is fully approved?</p>	<p>Saratoga Way is being closely monitored for traffic. There are already radar feedback signs that encourage drivers to slow down if they are going faster than the posted speed limit. The team will also collaborate with the Empire Ranch Homeowners Association to improve visibility for vehicles entering Iron Point Road from the neighborhood by adjusting some of the landscaping along the road.</p>
<p>What is the projected traffic volume on Empire Ranch Rd?</p>	<p>The estimated daily traffic volume is expected to be about 23,000 vehicles.</p>
<p>Has Naturally Occurring Asbestos (NOA) study been done?</p>	<p>A study has not currently been done. This will take place during the project's final design phase.</p>



<p>When do you expect to complete the road from Highway 50 to White Rock Road?</p>	<p>The road is expected to be finished in the next five years.</p>
<p>How is the sound level for the end of Folsom north exit?</p>	<p>All of the sound levels around the exit are under 60 decibels, which is lower than any of the City of Folsom's threshold.</p>
<p>Has a study been done on improving traffic flow at the East Bidwell interchange instead of building a new interchange?</p>	<p>The City of Folsom has examined the East Bidwell Street interchange on many occasions and will continue to do so in the future. It's worth noting that there's not much that can be done to increase traffic flow. Improved traffic signal controls have been introduced, but traffic improvement options are restricted due to the number of developments and properties to the west and the railroad corridor.</p>
<p>What sort of traffic control will there be at Empire Ranch Road and Iron Point Road?</p>	<p>There will be changes to the recently installed traffic signals, as well as an added fourth leg to the intersection. These traffic signals will also be re-timed to match the traffic conditions that result once the interchange has been completed and is operational.</p>
<p>Will this interchange be walkable and bikeable?</p>	<p>To allow pedestrians to walk from one side of the bridge to the other, there will be six-foot sidewalks and eight-foot shoulders across the bridge. The project team is also looking at an alternative to install a new Class 1 bike facility that travels under the ramp. This choice will be looked into further during the design process.</p>
<p>Will the on-ramps have traffic metering?</p>	<p>Caltrans is requiring ramp traffic metering.</p>
<p>What are the range of values for annual traffic demand growth?</p>	<p>There is no flat rate that is calculated. These values are based on projections of future development in the area, as well as any development that is forecast to occur within the time frames discussed during the meeting.</p>



<p>Is the southern extension of Empire Ranch Road from the proposed interchange to White Rock Road a part of the interchange project, or a separate project?</p>	<p>That is a separate project.</p>
<p>Who are the primary users of this interchange that make it a requirement (El Dorado Hills or Folsom shoppers, El Dorado Hills residents, Empire Ranch residents, etc.)?</p>	<p>When the project was first announced, all locals, whether they lived in Folsom or El Dorado Hills, were considered possible users of the interchange.</p>
<p>Why did the project team choose this configuration for the interchange?</p>	<p>The project team came up with this as the best alignment configuration. Additionally, the roundabouts on each side of the intersection were chosen as they provide for reduced queuing, improved traffic circulation, and increased safety. This alignment reduces the number of right-away takes and makes for a more compact interchange.</p>
<p>Has a similar roundabout design already been implemented?</p>	<p>Similar designs have been implemented in other counties, but this is the first time that this roundabout design has been implemented in Folsom. Other locations with similar roundabouts are:</p> <ul style="list-style-type: none"><li>• Truckee – I-80 at SR 89</li><li>• Galt – SR 99 at Twin Cities Road</li><li>• Anderson – I-5 at Deschutes Road</li><li>• Visalia – SR 198 at Farmersville Road</li><li>• Castaic – I-5 at Hasley Canyon Road</li><li>• Santa Barbara – US 101 at Milpas</li><li>• Mission Viejo – I-5 at La Novia Avenue</li></ul>
<p>Is there any commercial forecast in the vicinity of this project?</p>	<p>There are two commercial sites in the vicinity of the interchange. There is one parcel in the southeast corner of the Iron Point and Empire Ranch Road intersection, and three more parcels just south of the intersection.</p>



Will there be changes to the speed limit on the connecting roads?	State law mandates that you reassess traffic speeds if you make a drastic adjustment to a transportation system. The team will have to wait for traffic to settle into its new pattern once this project is up and running before doing radar speed studies and assessing whether the posted speed limits need to be changed.
How can we submit comments on the record for the environmental document?	Mailers will be sent out later this year when the environmental document is ready for review. It will also be made available on the city's website. Residents will have the opportunity to send written comments during the circulation period. Any remarks made will be recorded in the environmental database.
Can you explain what the 3:1 mitigation for wetlands, etc., means?	Final mitigation ratios will be determined during permitting, but if it is 3:1, then for every one acre of wetland permanently impacted, three acres would need to be purchased or created as mitigation.
Has the attracted traffic from Hwy 50 to Roseville been considered?	Yes, it has been factored into the regional travel model forecast, which takes traffic growth into account. El Dorado, Sacramento, and Yolo are among the counties included in this model.
Which interchange comes first: Oak Avenue or Empire Ranch Road?	The Empire Ranch Road interchange will come first.
Will the rubberized pavement meet National Environmental Policy Act (NEPA) noise abatement criteria?	Asphalt is not officially supported as a means of complying with NEPA. Rubberized Asphalt is being implemented to reduce noise impacts under CEQA. To meet Caltrans requirements, sound walls were considered for noise abatement and all potentially affected property owners have been contacted.
What specific measures are being included to reduce or mitigate impacts to tri-colored blackbird?	The Project is located adjacent to a known tri-colored blackbird nesting colony and is also near its foraging habitat. The nesting colony is not in the physical project footprint and the project is not anticipated to directly impact tri-colored blackbird or its foraging habitat. The Project may result in indirect impacts to the colony related to construction noise and the presence of construction personnel and equipment.



	<p>Specific project minimization measures currently include prohibiting construction activities near the colony during their nesting season and avoiding equipment storage inside the known flight paths of the tri-colored blackbird colony. The City of Folsom plans to secure an Incidental Take Permit from the California Department of Fish and Wildlife (CDFW) for tri-colored blackbird. During this permitting process, additional avoidance, minimization, and mitigation measures will be developed and incorporated into the project.</p>
--	---



**WESTBOUND 50  
RENDERING**

# Highway 50/Enterprise Ranch Road Interchange Project



CITY OF  
**FOLSOM**

## Join us for a Virtual Community Meeting!

The City of Folsom, in cooperation with Caltrans, is proposing a new interchange on the Sacramento County / El Dorado County line, between the existing East Bidwell Street interchange in Folsom and Latrobe Road interchange in El Dorado Hills. At this Virtual Community Meeting, you will learn more about the project design, and environmental planning process.



### EVENT INFORMATION

Wednesday,  
February 24, 2021  
4:30 p.m. – 6 p.m.

This meeting will be held virtually through Zoom.

PLEASE REGISTER AHEAD OF TIME:

[bit.ly/EmpireRanchRoadMeeting](https://bit.ly/EmpireRanchRoadMeeting)

\*The link is case sensitive

For more information, please visit the project website at [bit.ly/EmpireRanchInterchangeProject](https://bit.ly/EmpireRanchInterchangeProject)

Questions? Contact Danielle Wood at [dwood@aimconsultingco.com](mailto:dwood@aimconsultingco.com)



WESTBOUND 50  
RENDERING

# Highway 50/Empire Ranch Road Interchange Project



CITY OF  
**FOLSOM**

## Join us for a Virtual Community Meeting!

This meeting will be held virtually through Zoom. REGISTER AHEAD OF TIME:

**[bit.ly/EmpireRanchRoadMeeting](https://bit.ly/EmpireRanchRoadMeeting)**

\*The link is case sensitive

**WEDNESDAY,  
FEBRUARY 24  
4:30–6 PM**

# Highway 50/Empire Ranch Road Interchange Project

**JOIN US FOR A VIRTUAL COMMUNITY MEETING!**

Wednesday, February 24, 2021 | 4:30 pm – 6:00 pm



CITY OF  
**FOLSOM**



Rendering of Proposed  
Empire Ranch Road Interchange



Join us for a Virtual Community Meeting to learn more about the project, design, and environmental planning process.

The City of Folsom, in cooperation with Caltrans, is proposing an interchange on the Sacramento County/El Dorado County line, between the existing East Bidwell Street interchange in Folsom and Latrobe Road interchange in El Dorado Hills.

Wednesday, February 24, 2021

4:30 pm – 6:00 pm

This meeting will be held virtually through Zoom.

PLEASE REGISTER AHEAD OF TIME:

[bit.ly/EmpireRanchRoadMeeting](https://bit.ly/EmpireRanchRoadMeeting)

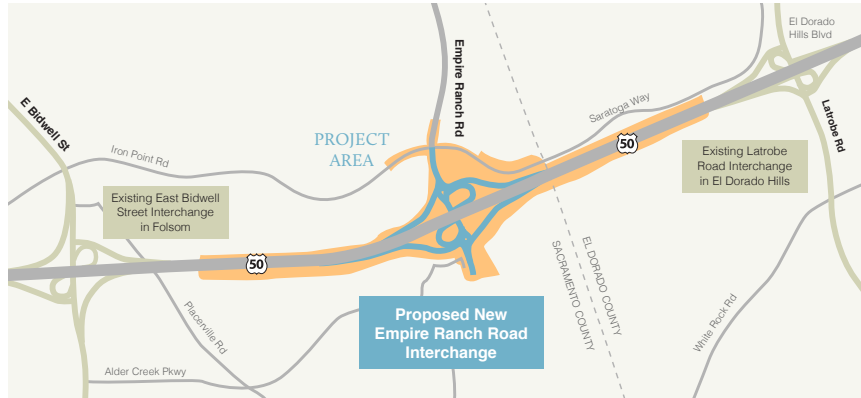
\*The link is case sensitive



CITY OF  
**FOLSOM**

### WHAT WILL THIS PROJECT DO?

- Reduce traffic congestion
- Improve connectivity and safety
- Reduce travel time and delay for commuter, recreational, and freight traffic



Presorted Standard  
US Postage  
**PAID**  
Sacramento, CA  
Permit #586

FOR MORE INFORMATION, VISIT: [bit.ly/EmpireRanchInterchangeProject](https://bit.ly/EmpireRanchInterchangeProject)  
Questions about the Virtual Community Meeting? Contact Danielle Wood: [dwood@aimconsultingco.com](mailto:dwood@aimconsultingco.com)



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

# US 50/Empire Ranch Road Interchange

Virtual Community Meeting  
February 24, 2021





# Project Team

- ▶ Mark Rackovan, Engineering Operations Manager, City of Folsom
- ▶ Dennis Haglan, Vice President, Dewberry
- ▶ David Melis, Senior Project Engineer, Dewberry
- ▶ Matt Weir, Vice President, Kimley-Horn
- ▶ Sarah Holm, Environmental Division Manager, Dokken Engineering
- ▶ Namat Hosseinion, Principal Planner, Dokken Engineering
- ▶ Gladys Cornell, President, AIM Consulting
- ▶ Danielle Wood, Senior Project Coordinator, AIM Consulting



# Meeting Agenda

- ▶ Project Timeline
- ▶ Short Video
- ▶ Environmental Process
- ▶ Q&A

# Project Timeline

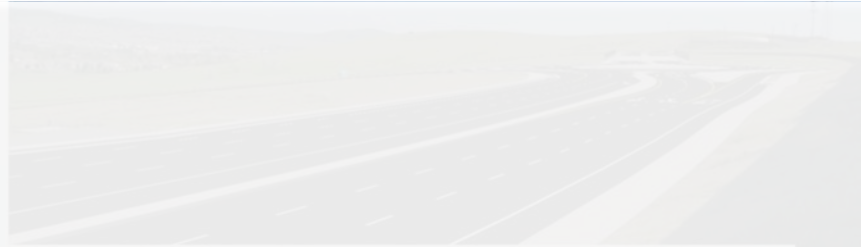
- ▶ Project has been underway since 1991.
- ▶ Postponed in 2006 primarily due to lack of funding.
- ▶ The City and Caltrans have now reinitiated the project and are currently preparing the environmental document.



*\*Depending on availability of funding*



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE



Highway 50/Empire Ranch  
Road Interchange Project

# Video

Virtual Open House



00:00

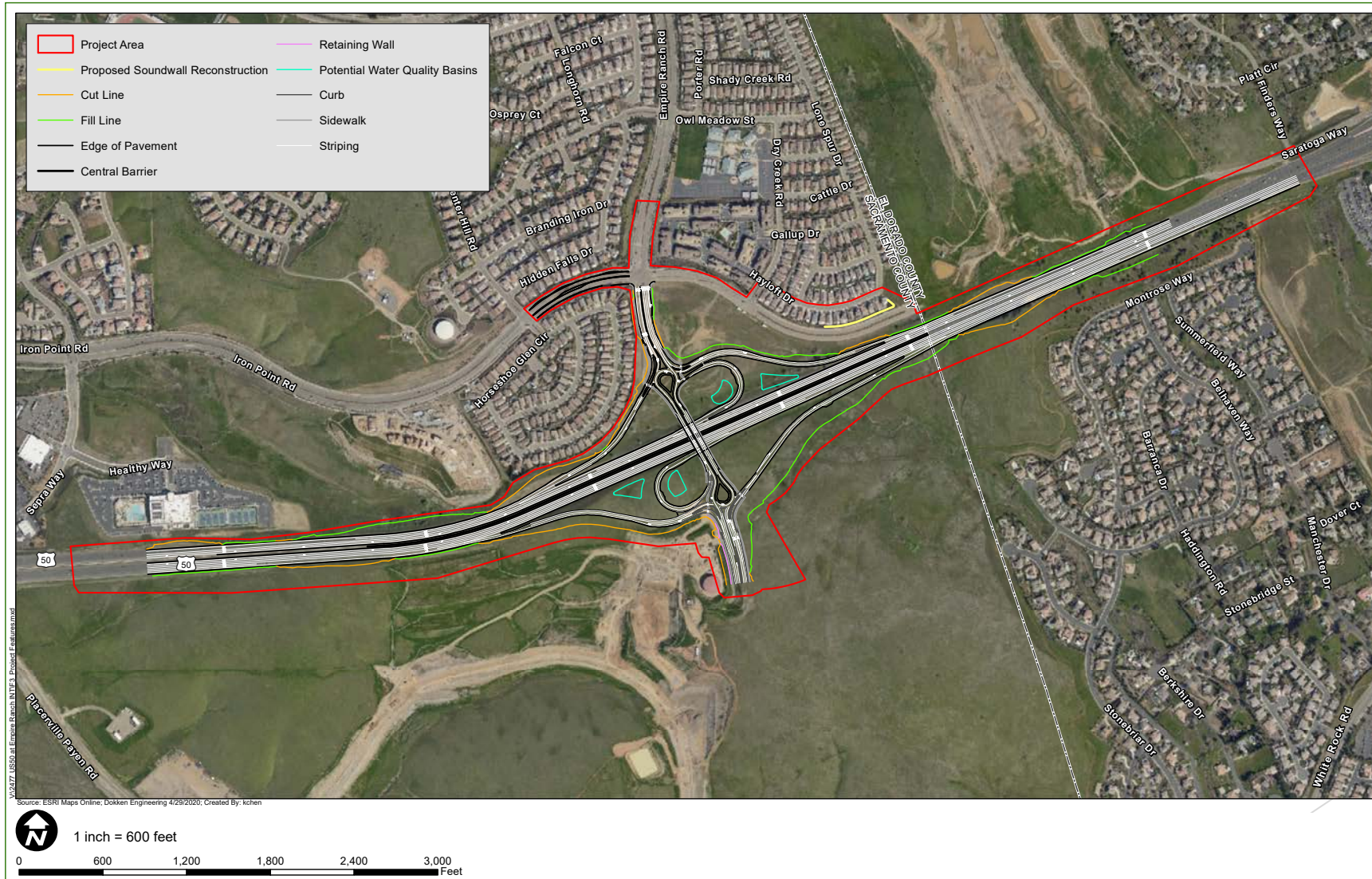
03:57



# Draft Supplemental EIR/EA Findings

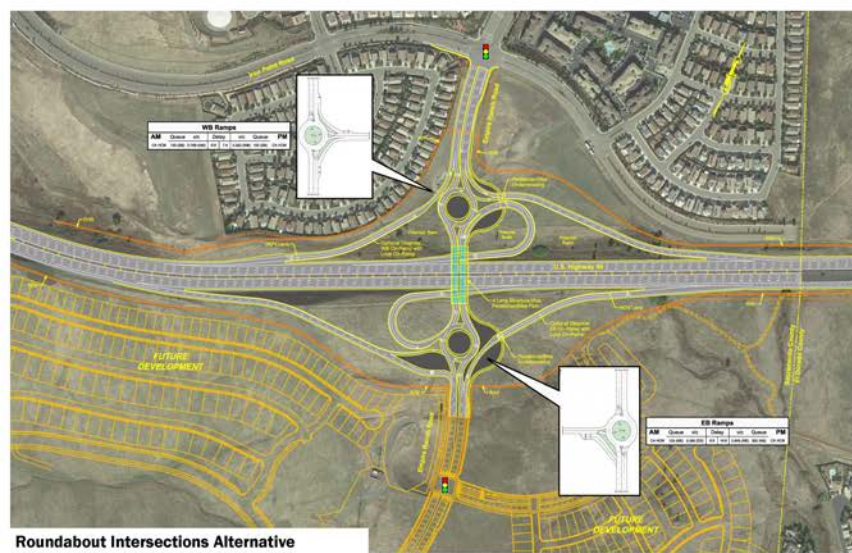
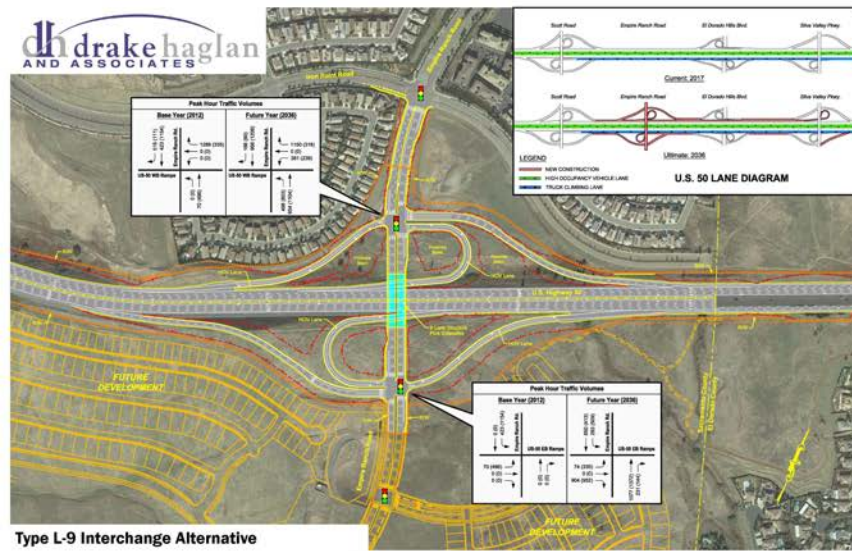
Presented by Sarah Holm,  
Dokken Engineering

# Project Features





# Alternatives Considered



- ▶ L-9 Interchange
- ▶ Diverging Diamond Interchange
- ▶ Roundabout Intersections
- ▶ Single Point Urban Interchange

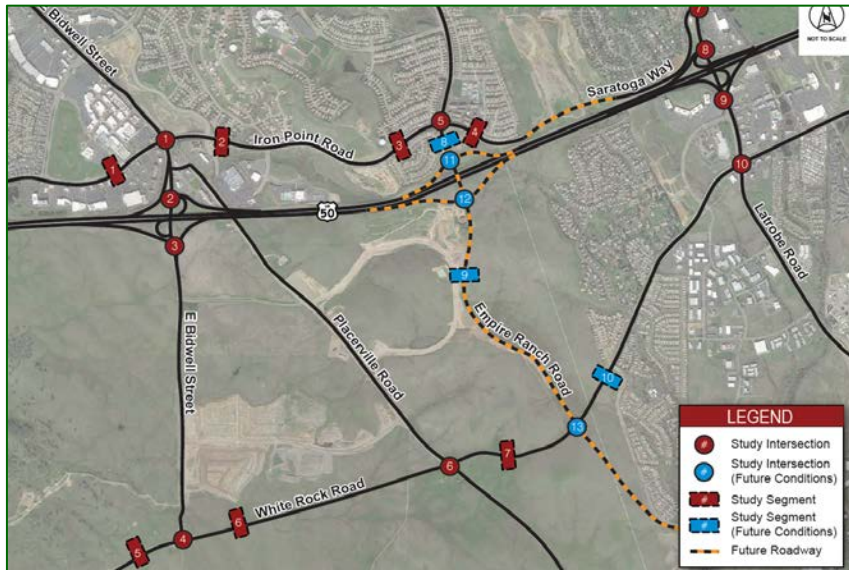
# Environmental Studies Performed

- ▶ Natural Environment Study (NES)
- ▶ Historic Properties Survey Report
- ▶ Archaeological Survey Report
- ▶ Air Quality Analysis
- ▶ Water Quality Assessment Report
- ▶ Noise Study Report
- ▶ Noise Abatement Decision Report
- ▶ Visual Impact Assessment
- ▶ Hazardous Waste Initial Site Assessment
- ▶ Traffic Study Report
- ▶ NEPA Document
  - ▶ Environmental Assessment (EA)
- ▶ CEQA Document
  - ▶ Environmental Impact Report (EIR)
- ▶ Joint Environmental Document
  - ▶ EIR/EA

# Summary of Key Environmental Impacts

1. Traffic and Transportation
2. Visual/Aesthetics
3. Wetlands and Waters
4. Biological Resources
5. Greenhouse Gas Emissions
6. Noise

# I. Traffic & Transportation



The Project would provide congestion relief by:

- ▶ Providing an additional access point to US-50 for new planned development.
- ▶ Allowing for improved US-50 freeway operations by eliminating weaving through the inclusion of auxiliary lanes connecting the new interchange to the adjacent East Bidwell and EDH/Latrobe interchanges.
- ▶ Drawing traffic away from East Bidwell St. and El Dorado Hills Blvd. / Latrobe Rd. corridors, both of which are currently and are forecasted to be congested.

Resulting in reduced queuing and improved operations at all three interchange ramp intersections (East Bidwell, Empire Ranch, and EDH/Latrobe).

## 2. Visual/Aesthetics

Empire Ranch Road and Iron Point Road  
Facing South Towards Empire Ranch Road



## 2. Visual/Aesthetics

Westbound Route 50 from Eastern Project Boundary



## 2. Visual/Aesthetics

Eastbound Route 50 from Western Project Boundary



## 2. Visual/Aesthetics

### ▶ Conclusions

- ▶ Motorists would experience low visual impacts.
- ▶ Residents would experience moderate visual impacts.

### ▶ To minimize impacts:

- ▶ The interchange design will include landscaping and aesthetic color treatments on concrete surfaces to match the surrounding environment.



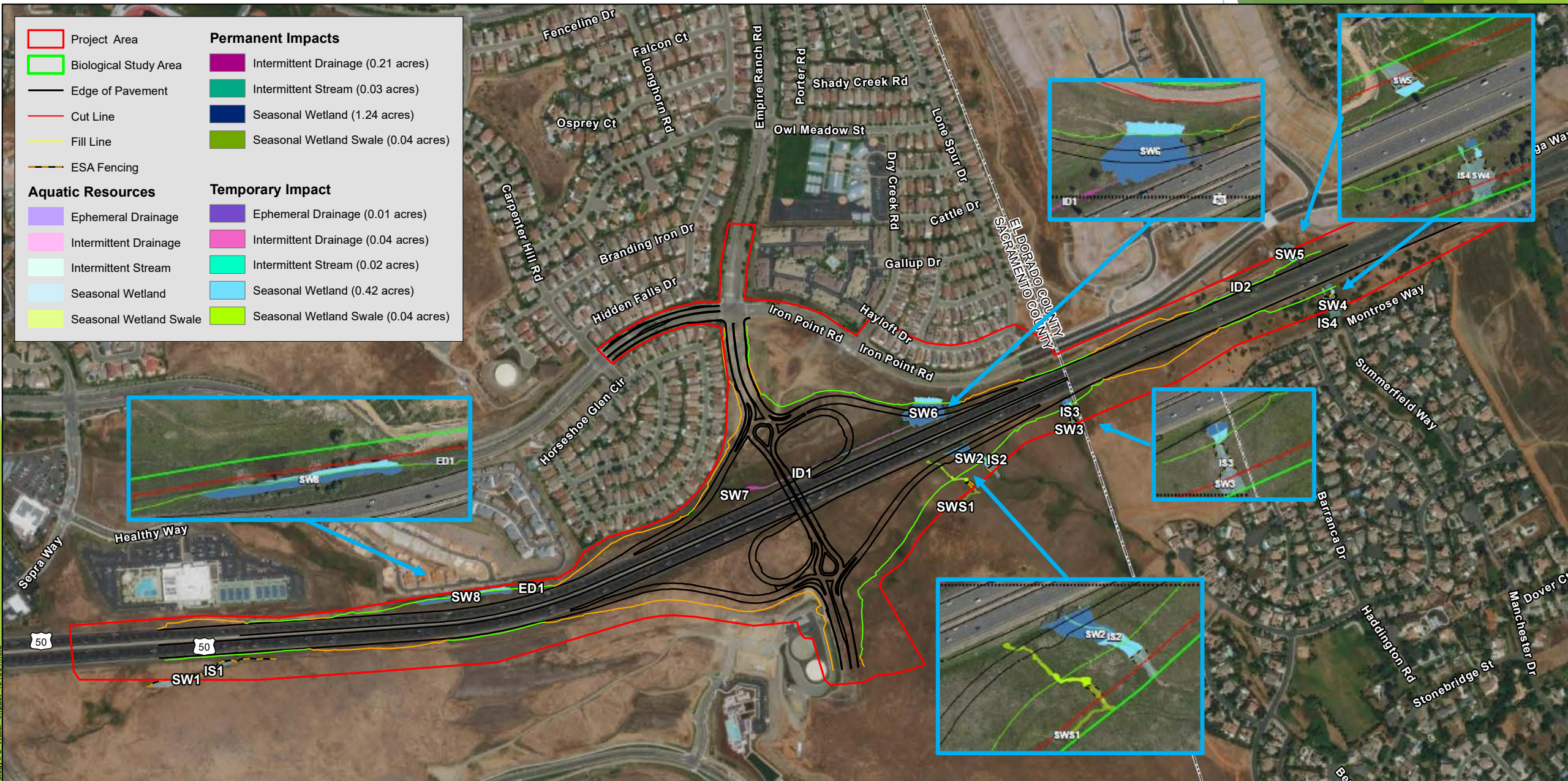
## 3. Wetlands and Waters

- ▶ The project would result in 1.52 acres of permanent impacts and 0.53 acres of temporary impacts to regulated waters and wetlands.
- ▶ The City would secure all necessary environmental permits prior to construction.
- ▶ The City would mitigate (sometimes at up to a 3:1) for impacts to wetlands and waters.



# Impacts to Jurisdictional Waters

Project Area	<b>Permanent Impacts</b>
Biological Study Area	Intermittent Drainage (0.21 acres)
Edge of Pavement	Intermittent Stream (0.03 acres)
Cut Line	Seasonal Wetland (1.24 acres)
Fill Line	Seasonal Wetland Swale (0.04 acres)
ESA Fencing	
<b>Aquatic Resources</b>	<b>Temporary Impact</b>
Ephemeral Drainage	Ephemeral Drainage (0.01 acres)
Intermittent Drainage	Intermittent Drainage (0.04 acres)
Intermittent Stream	Intermittent Stream (0.02 acres)
Seasonal Wetland	Seasonal Wetland (0.42 acres)
Seasonal Wetland Swale	Seasonal Wetland Swale (0.04 acres)



## 4. Biological Resources

- ▶ Approximately 70 oak/native trees will need removed.
- ▶ The City of Folsom would mitigate for these tree impacts by planting trees within the City at a ratio set forth in the City's Tree Ordinance.



## 4. Biological Resources

- ▶ Permanent impacts to 39 acres of annual grassland could impact habitats for the following species:
  - ▶ White-tailed Kite
  - ▶ Golden Eagle
  - ▶ Burrowing Owl
  - ▶ Swainson's hawk
  - ▶ Tri-Colored Blackbird
- ▶ Many avoidance and minimization measures are a part of the project to reduce impacts to wildlife and other biological resources.
- ▶ In coordination with the CA Department of Fish and Wildlife, the City would mitigate (sometimes at up to a 3:1) for impacts to species' habitat.



# 5. Greenhouse Gas (GHG) Emissions



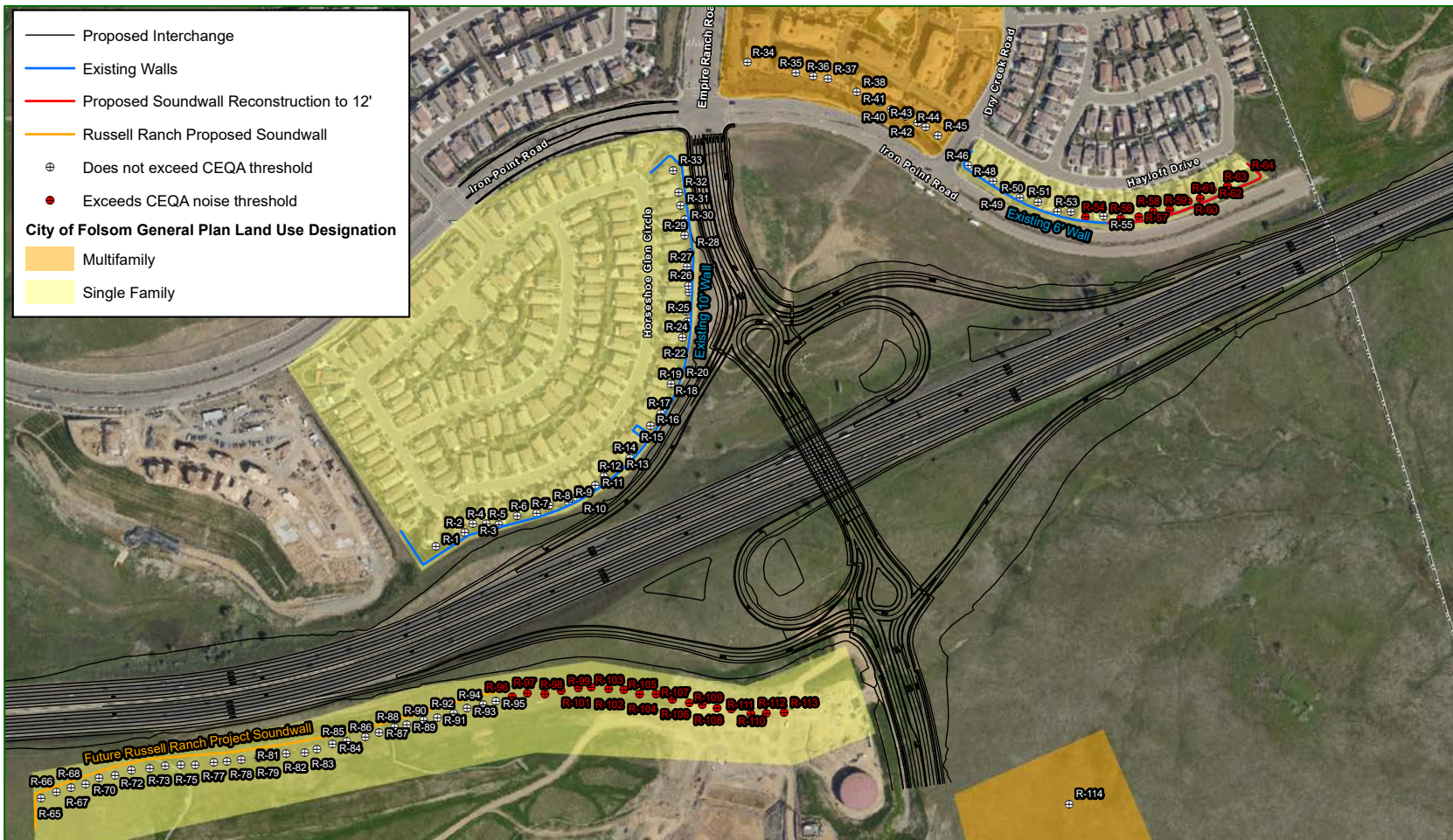
As the interchange is intended to reduce congestion, pollution from GHG regionally would be reduced.



Construction of the interchange would contribute temporary construction GHG emissions but would be below the Sacramento Metropolitan Air Quality Management District's (SMAQMD) construction emissions threshold.

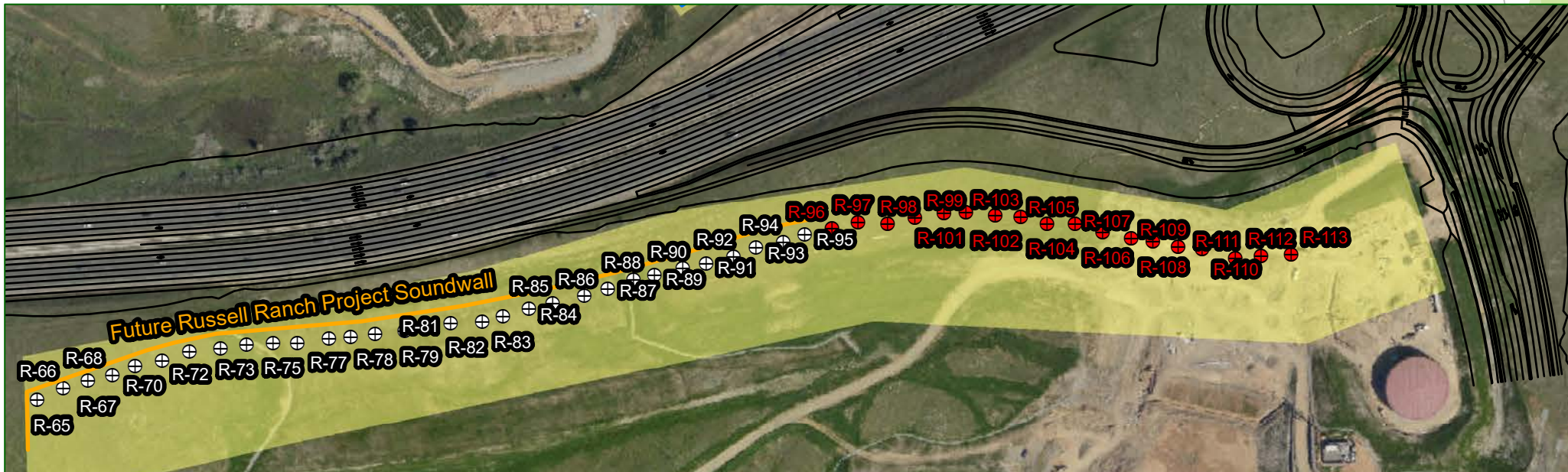
# 6. Noise

- ▶ Future traffic noise levels at surrounding residences were analyzed and compared to Caltrans requirements (NEPA) and City of Folsom General Plan noise thresholds (CEQA)



## 6. Noise

- ▶ Future planned residences south of US 50 could be potentially subject to high traffic noise.
- ▶ Rubberized Asphalt and/or open grade asphalt can reduce traffic noise by approximately 3 dB.
- ▶ Implementation of rubberized asphalt would reduce noise at future residences south of US 50 to a less than significant level.



## 6. Noise

- ▶ Existing homes along Hayloft Drive would be subject to slightly higher traffic noise levels due to their proximity to the freeway.
- ▶ The City is currently asking affected homeowners if they would approve of reconstructing their backyard soundwall to be taller which would abate these slightly higher noise levels.

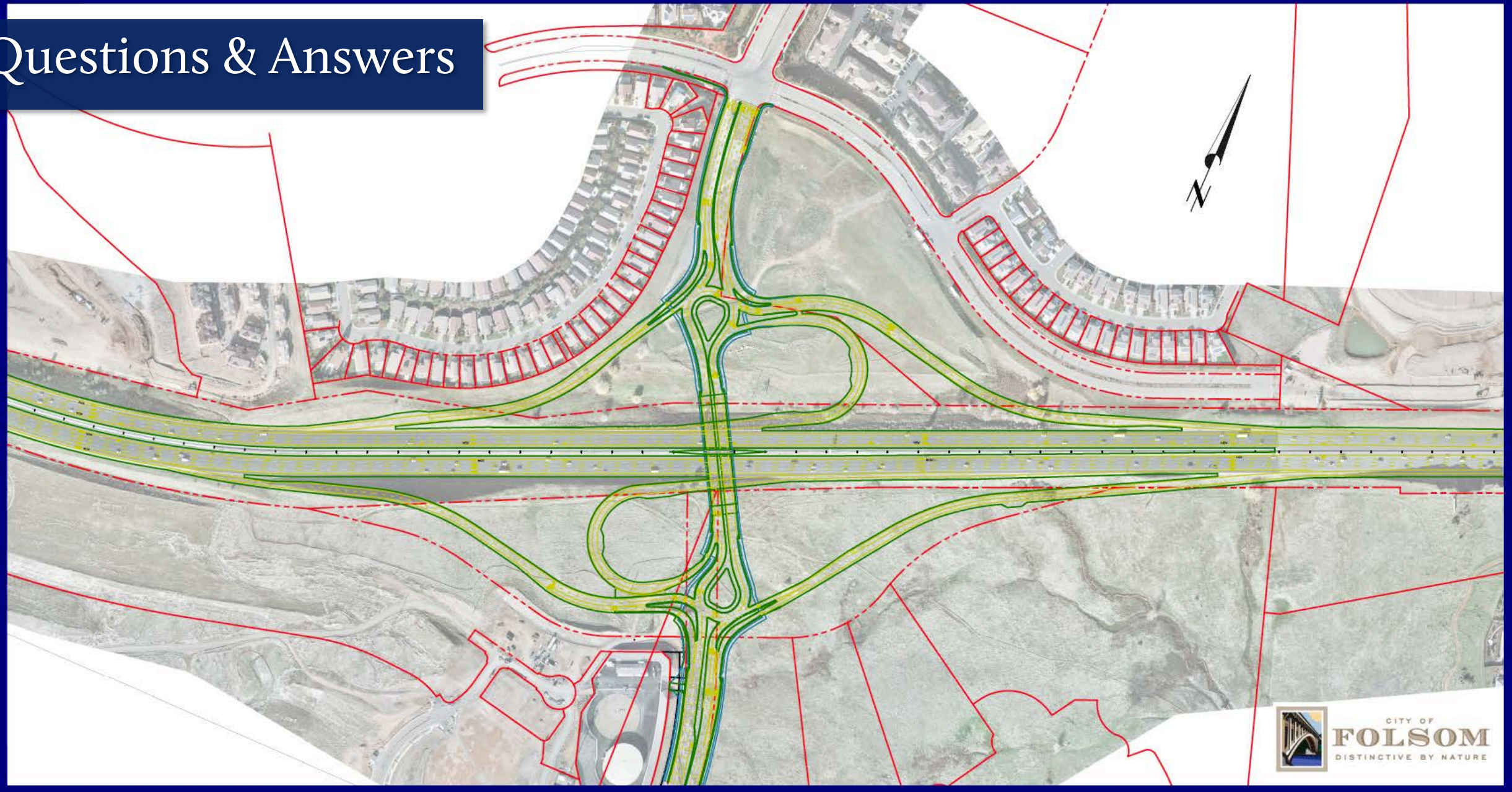






- ▶ In conclusion, potential environmental impacts related to Traffic, Visual Resources, Wetlands, Biological Resources, Greenhouse Gas Emissions, and Noise are anticipated to be mitigated to a less than significant level.
- ▶ We welcome your comments on the environmental document when it will be circulated later this year.

# Questions & Answers



US 50/Empire Ranch Road Interchange Roundabout Intersection Alternative

# Thank You!

For additional questions  
& comments, contact:

► Mark Rackovan  
[mrackovan@folsom.ca.us](mailto:mrackovan@folsom.ca.us)

Visit the project page at:  
[bit.ly/EmpireRanchInterchangeProject](http://bit.ly/EmpireRanchInterchangeProject)

\*The link is case sensitive

