

Translab Fire, Life, & Safety Corrections &
Rehabilitation Project

Focused Initial Study

5900 Folsom Boulevard

03-Sac-L5501

EA 03-2C8410, 03-2C8420, & 03-2C8430



Prepared by the
State of California
Department of Transportation



GENERAL INFORMATION ABOUT THIS DOCUMENT

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Translab Fire, Life, & Safety Corrections & Rehabilitation Project
5900 Folsom Boulevard
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FOCUSED INITIAL STUDY with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

3 August 2004
Date of Approval


JOHN D. WEBB, Chief
North Region Environmental Services
California Department of Transportation

Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) will correct existing Fire, Life and Safety (FLS) deficiencies within the buildings located on the Transportation Laboratory (Translab) campus. In addition to making the corrections to conform with the various Fire and Building codes, corrections will be made to bring the buildings into conformance to the American with Disabilities Act (ADA). The Translab is located at the corner of 59th Street and Folsom Blvd. in Sacramento County. The deficiencies identified within the buildings include insufficient seismic capacity, fire code shortfalls, and poor indoor air quality.

Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project will not have a significant effect on the environment for the following reasons:

No effect on schools, scenic resources, natural resources, community growth, housing, neighborhoods, land use, utilities, recreation, hydrology, external parking capacity, and floodplain.

No significant effect on outdoor air quality, community resources, water quality, internal or external (to the Translab campus) emergency access, internal parking capacity, internal traffic, public services, or from construction or transportation and disposal of hazardous materials.

No significant adverse effect on noise, traffic load and capacity, cultural resources, or from handling and disposing of hazardous waste/materials, because the following mitigation measures will reduce the potential effect to a less-than-significant level:

Modifications to the construction noise will be completed with the use of mufflers and adhering to all applicable noise regulations.

The project's impacts to local traffic will be mitigated by the development of a Traffic Management Plan (TMP). Implementation of a TMP will reduce project-related traffic impacts in the area. This mitigation also serves to reduce project-related traffic impacts from construction.

Negative Declaration

Corrections to a historical resource will be completed in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) and the California Historical Building Code.

Compliance will occur with Caltrans and Cal/OSHA standards under the direction of registered professionals for all hazardous material handling and disposal.



JOHN D. WEBB, Chief
Office of Environmental Services
Caltrans North Region

21 December 2004
Date of Approval

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Chapter 1 Proposed Project

1.1 Purpose and Need

The Facility Infrastructure Study conducted by Huntsman Architectural Group Consultants identified the need to correct various FLS and ADA issues at the Translab facility. Caltrans engineers and architects performed site investigations and analysis in order to review and verify the deficiencies, which are as follows:

Seismic

- Inadequate shear walls
- Overstressed braced frames
- Non-continuous shear panels

Fire Code

- Insufficient fire protection for the building occupants
- Insufficient means of emergency exiting
- Insufficient emergency lighting

ADA

- Non-accessible building entrances
- Non-accessible doors

The purpose of this project is to correct the ADA and FLS deficiencies, as identified by the project team, in order to provide Caltrans employees and visitors with a safe working environment.

By implementing the proposed rehabilitation work and upgrades, this project will:

- Significantly improve the safety of the employees and occupants of the facility, by eliminating the identified deficiencies
- Bring the Translab into compliance with the 2001 California Building Standards Code and OSHA requirements
- Comply with the most stringent requirements of the ADAAG (Federal Americans with Disabilities Act Accessibility Guidelines) and/or Title 24 for handicap access compliance
- Comply with the California Historical Building Code (SHBC) and the Secretary of the Interior Standards for the Treatment of Historic Properties for Main Building repairs

Figure 1: Vicinity Map

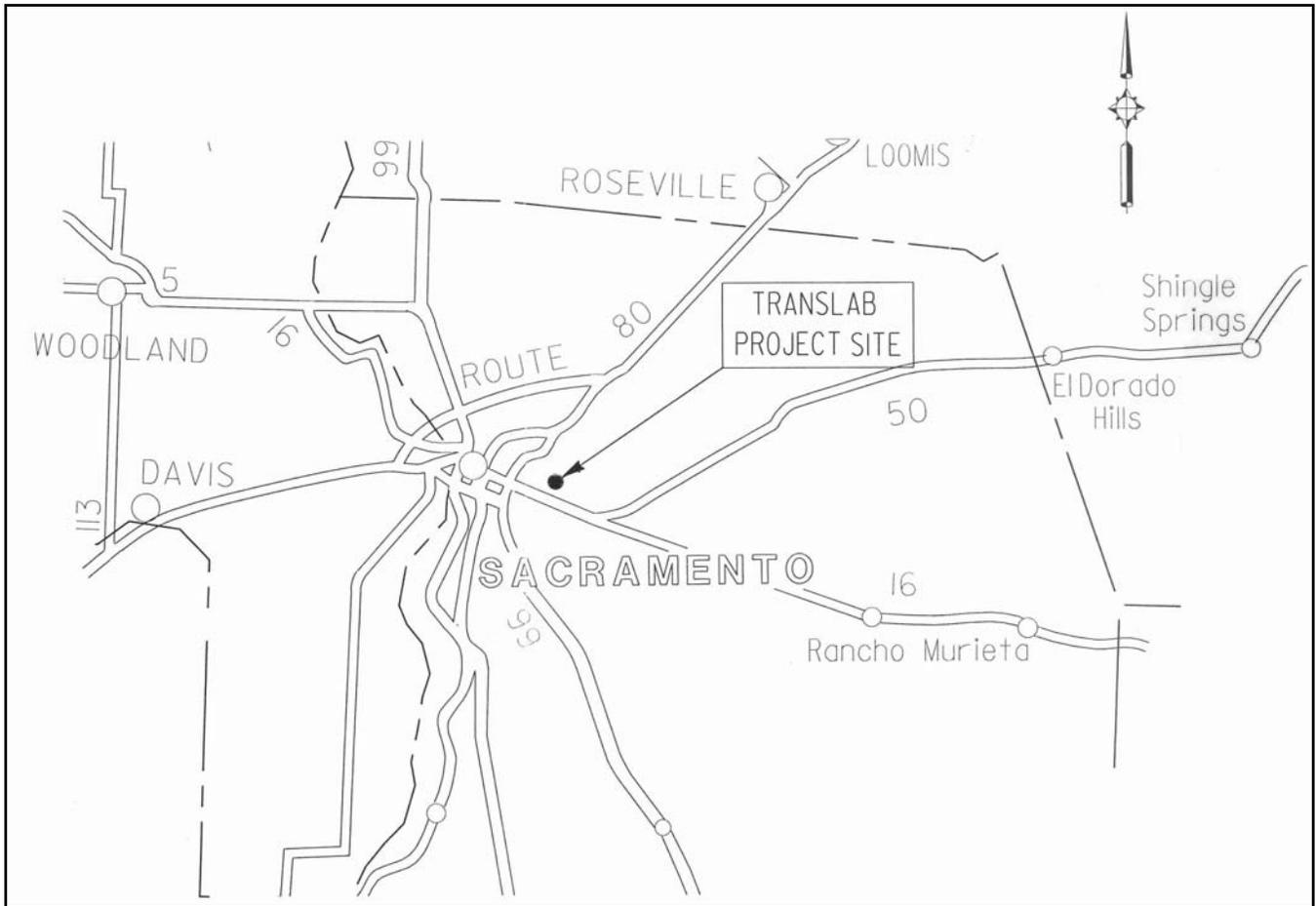
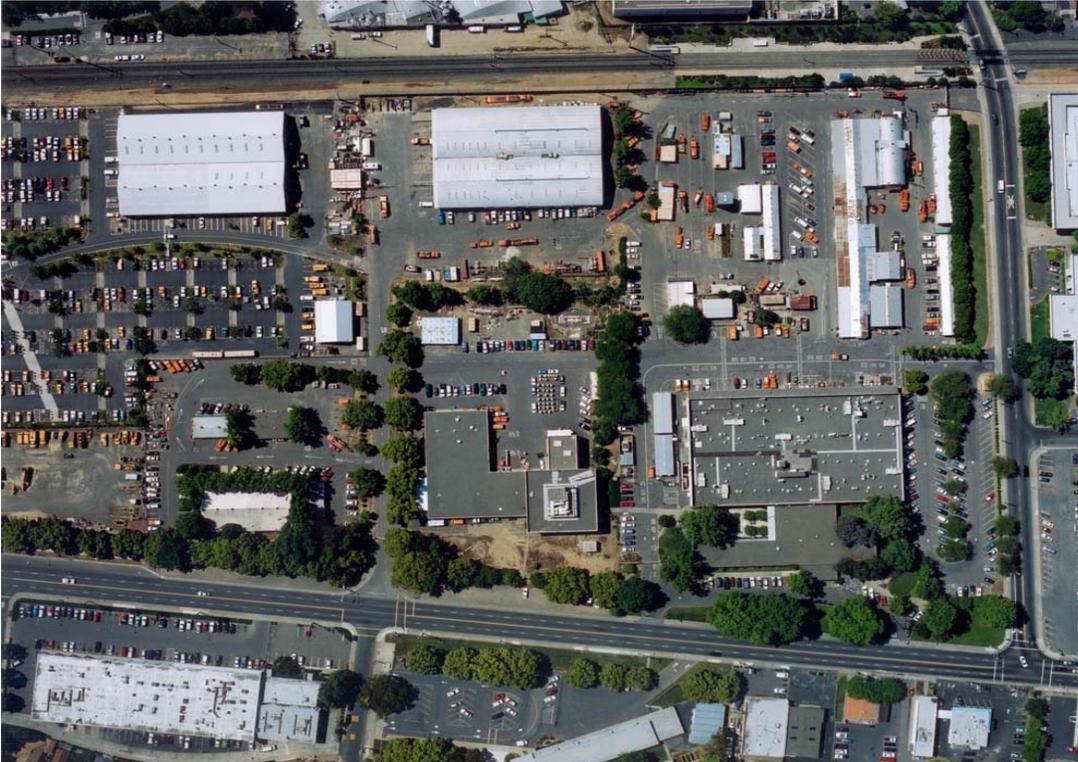


Figure 2: Translab Facility Aerial Photograph



1.2 Project Description

The California Department of Transportation (Caltrans) will correct the existing Fire and Life Safety (FLS) deficiencies and conform with the American with Disabilities Act (ADA) at its Transportation Laboratory (Translab) facility located at the corner of 59th Street and Folsom Blvd. in Sacramento County. The deficiencies identified within the buildings include insufficient seismic capacity, fire code shortfalls, and poor indoor air quality.

The proposed project consists of a Build Alternative (Proposed Project) and a No Build Alternative as follows:

a. Proposed Build Alternative

This alternative includes all necessary corrections to the Structural Materials Testing, Warehouse, Geotechnical, new combined Geotechnical/Foundation Testing and the Main Building facing Folsom Blvd. It also includes demolition and reconstruction of the “A” Buildings at the rear west end of the site (see Figure 4). These corrections are necessary to comply with California building and fire codes and Americans with Disability Act (ADA) requirements. The corrections will likely be performed in four separate phases.

b. No Build Alternative

The No Build Alternative considered ed postponing all work at this site until an unknown future date:

- FLS and ADA deficiencies remain
- Does not address the deteriorating condition of the Buildings
- Due to inflation, future costs for the same improvements may increase

Figure 3: Translab Campus Layout Map

**CALTRANS TRANSPORTATION LABORATORY
CAMPUS LAYOUT**

LEGEND

- ① MAIN BUILDING
- ② STRUCTURAL MATERIALS BUILDING
- ③ GEOTECH
- ④ WAREHOUSE BUILDING
- ⑤ FOUNDATION TESTING BUILDING NO. 1
- ⑥ THE GROUP "A" BUILDINGS

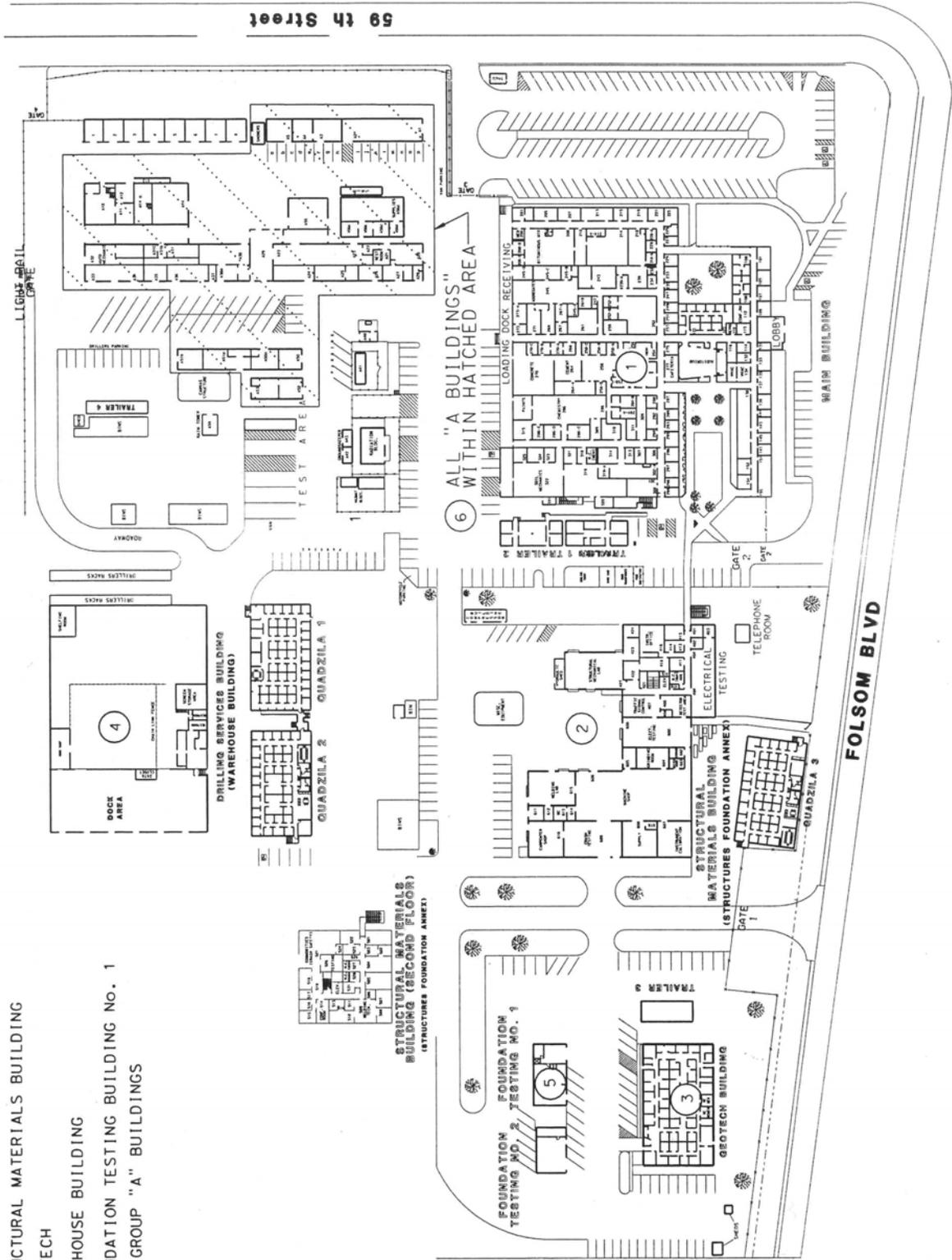
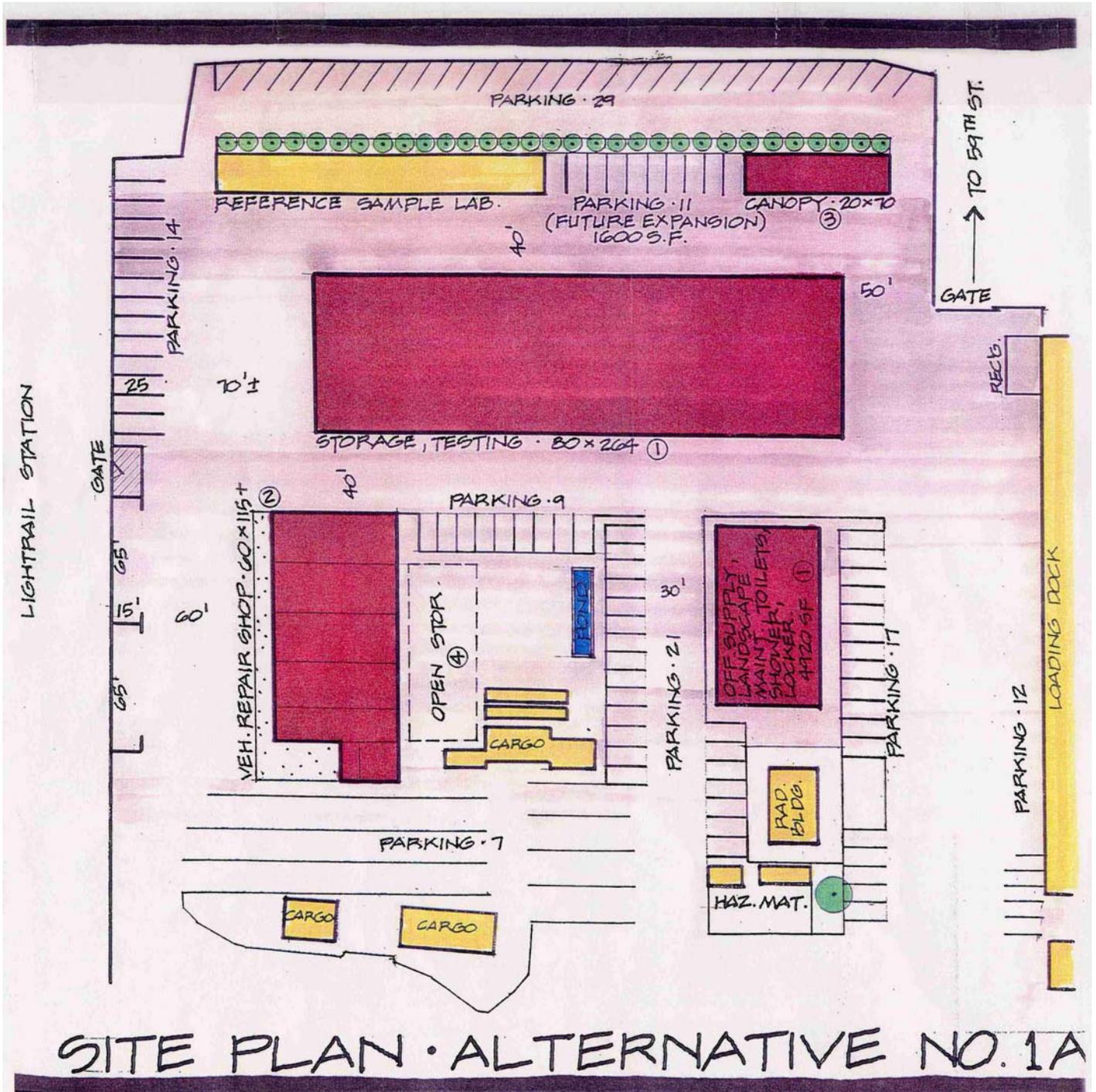


Figure 4: Proposed Layout of "A" Buildings



1.3 Permits and Approvals Needed

1. To maintain water quality, contractors will comply with the terms of the National Pollutant Discharge Elimination System (NPDES) Permit (Order No. 99-06-DWQ).
2. Permit Coordination or a 10-day work notification may be required with the Sacramento Metropolitan Air Quality Management District. Local air quality districts require a “Demolition” permit from applicants if a replacing structure contains asbestos. Even if no asbestos is present, a 10-day notification (prior to replacement) may still need to be filed with the air district.

Chapter 2 Affected Environment, Environmental Consequences, And Avoidance, Minimization &/Or Mitigation Measures

This Initial Study (IS) evaluates the environmental issues that could affect the planning, scheduling, design, and cost of the proposed Translab Fire, Life & Safety Correction & Rehabilitation Project. The following discussion includes explanations of items indicated on the California Environmental Quality Act (CEQA) checklist (Appendix A) as requiring additional discussion. In addition, this section discusses the project setting and the existing conditions of the various resources that may be affected by or that may affect the proposed project. Avoidance and minimization items are included, with mitigation following pertinent topics. Below is a mitigation summary table.

Table 1: Summary of Mitigation and Monitoring Commitments

Type of Impact to be Mitigated	Mitigation Measure	Completion Date	Responsible for Implementation	Monitor
Noise: temporary construction impacts	Construction noise is regulated by Caltrans standard specifications Section 7-1.01I, "Sound Control Requirements." These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications.	Completion of all construction phases	Contractor and Caltrans Resident Engineer and Structures Representative	Caltrans Resident Engineer and Structures Representative
Hazardous Materials: hazardous materials handling	All hazardous waste materials (asbestos, RACM, lead based paint, PCB contaminated soil) will be handled under the direction of registered professionals. All hazardous materials will be properly containerized prior to transporting from the site.	Completion of all construction phases	Contractor and Caltrans Resident Engineer and Structures Representative	Caltrans Hazardous Waste Engineer and Caltrans Resident Engineer and Structures Representative
Cultural: Translab Main Building	Translab Main Building: Compliance with the California Historical Building Code (CHBC) and the "Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer" (Standards).	Completion of construction phase III	Contractor and Caltrans Resident Engineer and Structures Representative	Caltrans Architectural Historian and Caltrans Resident Engineer and Structures Representative

Type of Impact to be Mitigated	Mitigation Measure	Completion Date	Responsible for Implementation	Monitor
Local traffic: circulation Construction : Traffic & Scheduling	Caltrans Traffic developed and will implement a Traffic Management Plan (TMP).	Requires completion before construction phase I begins	Contractor and Caltrans Resident Engineer and Structures Representative	Caltrans Resident Engineer and Structures Representative

2.1 Human Environment

2.1.1 Land Use

All project work will be contained within existing facility limits, which have been in place for the past 40 years. All proposed work will occur within Caltrans’ existing facility and will not result in changes to land use outside this facility.

2.1.2 Existing and Future Land Use

The project will not involve the displacement of residents, or disrupt community cohesion in this area. No long-term community impacts will be expected as a result of this project. Construction traffic may result in delays for residents, workers, and other drivers that frequently use local streets in this area. Preparation of a TMP will reduce this impact to less-than-significant levels.

2.1.3 Consistency with State, Regional and Local Plans

All project work will be contained within existing facility limits and will not alter the facility’s need for public services. Numerous community facilities reside in the area, including Phoebe Hearst Elementary School located on 60th Street, across Folsom Boulevard north from the Translab. There are several other public and private schools within a half-mile of the Translab, as well as a Catholic church. Regional Transit’s 59th Street Light Rail Station is located adjacent to the Translab’s south side.

Project impacts will be limited to construction noise, dust and traffic. These impacts will be temporary and will not disrupt activities at or access to these facilities. See “Construction” and “Traffic” & “Emergency Access” for compliance.

2.2 Community Impacts

2.2.1 Community Character and Cohesion

The purpose of the project for Caltrans is to:

- Significantly increase the safety of the employees and visitors of the facility by eliminating the identified deficiencies
- Bring the Translab into compliance with the current California building and fire codes
- Comply with current ADA standards

A “swing space plan” will be developed prior to each construction phase and the replacement of the “A” Translab buildings, in order to ensure that adequate work and parking space is available on the campus for workers whose offices and workspaces are being rebuilt.

2.3 Utilities / Emergency Services

Measures will be taken to minimize impacts to both external and internal emergency access.

Any impacts to the external emergency access will be lessened from the completed TMP, so construction traffic can avoid commute hours. Before any construction-related changes occur to restrict internal emergency access at the Caltrans Translab facility, the Resident Engineer (RE) or Structures Representative (SR) **will** give notice to the Translab Business Services Office (BSO) at least one-day in advance before noon. The Translab BSO will inform employees of the emergency access changes through Caltrans Department e-mail. Construction contractors are responsible to provide adequate notice to the RE/SR and to provide adequate signage for the closed gate or emergency door.

Caltrans will notify the local fire department, law enforcement and ambulance services of the construction schedules.

Utilities: Caltrans will coordinate with utility companies affected by the project construction. Possible utility relocations may occur near or at the construction sites of the new buildings: the new Geotech/Foundation Testing Building and the “A” Buildings.

2.4 Traffic & Transportation/Pedestrian And Bicycle Facilities

2.4.1 Internal Parking and Transportation

Internal to the Translab facility, some congestion may occur within the Translab campus. To ease internal congestion during construction, effective communication is essential between: Caltrans Traffic, the Resident Engineer (RE), the Structures Representative (SR), the Translab Business Services Office (BSO), and Translab Shipping and Receiving Office.

Caltrans employees will experience an inconvenience from parking changes during the four construction phases over the 4-5 years of this project. Employees will receive at least a one-week notice of all required parking changes for personal and state vehicles. Caltrans employees should expect parking changes to occur and should be sure to keep up on their e-mails weekly from Caltrans BSO during the construction years.

Parking for the Caltrans Translab facility will be coordinated at the Translab campus as construction occurs. The RE/SE is required to give the Caltrans Translab BSO no less than a one-week notice for construction work activities that will affect current available parking for personal vehicles, state vehicles, trucks, and long-bed trailers.

All construction work will be confined to the Translab campus. Furthermore, the development of the TMP will be coordinated before construction begins by Caltrans Traffic staff with City of Sacramento Traffic Engineering staff. The TMP will enable construction to avoid scheduling equipment and supply deliveries to the Translab campus during identified commute hours; this mitigation will reduce the potential impact to less than significant levels. The Resident Engineer will be informed in a pre-construction meeting for each project phase. See also, “Construction” and “Construction Scheduling.”

2.4.1 External Traffic Management

It is anticipated that minimal truck traffic will be generated by this project, and all construction traffic will enter and leave the Translab property using the existing Folsom Blvd. entrance and the 59th St. entrance. It is estimated that 7-10 additional passenger vehicles will enter and leave the site daily in connection with the construction, constituting a minimal increase over the number of passenger vehicles already entering and leaving in connection with Caltrans’ Translab employees. Only a few delivery and bulk material trucks will be entering and leaving at random times during the project duration. In addition it is anticipated that on days that concrete will be poured there will be approximately 10 concrete trucks entering and leaving with a likely arrival spacing of one every half hour during early morning to early afternoon hours.

2.4.2 Recommendation

The Folsom Blvd entrance will be the primary construction entrance, however during those hours when children are arriving at or departing from the nearby school (M-F from 7:00 a.m. to 8:15 a.m. and from 2:15 p.m. to 3:00 p.m.), the 59th Street entrance should be required for use as the alternate construction entrance.

Due to very high daytime traffic volumes on 59th St. & Folsom Blvd., large vehicles/equipment (i.e., equipment moved on low beds, cranes, etc.) should move

in/out only between the hours of midnight and 4:00 am; otherwise it is not anticipated that either roadway will be adversely affected by construction traffic entering or leaving the property.

2.5 Cultural Resources

2.5.1 Archaeological Resources

The results of research and communications found no archaeological resources on the Transportation Laboratory (Translab) campus. Additionally, the buildings and structures on the campus were evaluated both individually and as a group to determine whether any have historical or architectural significance. Only one building, the Translab Main Building (TMB) was identified as a historical resource.

2.5.2 History & Listing Eligibility

The Translab, as a government agency, was established in 1912 to scientifically test materials used in the construction of the state highway system. The Translab occupied two previous sites before moving to the current location in 1958. Caltrans determined that the Translab campus at 5900 Folsom Boulevard, as a complex, does not meet the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) criteria and is not a significant historical resource for purposes of the California Environmental Quality Act (CEQA). Under Public Resources Code (PRC) §5024, the State Historic Preservation Officer (SHPO) concurred with this finding on April 13, 2004 (see Appendix D).

Caltrans determined that the Translab Main Building (TMB), however, is eligible for inclusion in the NRHP under criterion C as a good representative example of American Modernism architecture within the context of state-owned facilities in the Sacramento region, and is a significant historical resource under CEQA because it meets CRHR criterion 3 for the same reason. SHPO concurred with the NRHP finding and added the TMB to the Master List of State-Owned Historical Resources on April 13, 2004 (see Appendix D).

The TMB is one of very few remaining examples of 1950s Modernist state-owned resources in the Sacramento region. Through the use of window and interior courtyards, the design gives the TMB an open feeling that relates with its environment. While there are a number of examples of schools, hospitals and other standard uses in buildings of a similar architectural design, the TMB incorporates this concept into a research facility for state use. Since simplicity of design is the primary design element for this architectural style, integrity of materials and workmanship are very important elements in evaluating the significance of the resource. The TMB maintains a very high level of integrity. Its period of significance is 1958.

2.5.3 Impact Avoidance

No work will be allowed outside the Project Area Limits (PAL). Further archaeological studies should not be necessary unless project plans change to include unsurveyed areas. If cultural remains are encountered during the project construction, Caltrans policy requires that work in the area must immediately halt until a qualified archaeologist can evaluate the nature and significance of the material (Caltrans Environmental Handbook, Volume 2, Chapter 1, Sections 1-2.2 and Chapter 7 Section 7-9.)

In order to avoid or mitigate adverse effects to the TMB, corrections, modifications and new addition to the Main Building will comply with the California Historical Building Code (CHBC) and the “Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer” (Standards).

The proposed corrections and new addition to the TMB have the potential to cause a substantial adverse change to this historical resource. The corrections, however, will be done in a manner consistent with the Standards cited above to mitigate the proposed work to a level of less than significant impact to the historical resource, per CEQA Guidelines §15064.5(b)(3). Because the TMB is a state-owned historical resource, which mandates that Caltrans use the CHBC, the CHBC will be used to preserve character-defining features that might otherwise be lost in the application of the Health and Safety Code, including but not limited to fire, life, safety, seismic and availability to the disabled.

2.5.4 Supplemental HRCR

A Supplemental Historic Resources Compliance Report (HRCR) was prepared to evaluate the proposed project’s impacts to the historic Translab Main Building and to continue consultation with SHPO under PRC § 5024. Caltrans sought concurrence from SHPO on “No Substantial Adverse Effect under CEQA” and “No Effect/Adverse Effect under PRC § 5024.” Overall the project would result in no substantial adverse change to the historic Translab Main Building. The Department sought SHPO’s concurrence that

A. There is one historical resource within the Project Limits, the Translab Main Building

B. Phases 1, 2 and 4 of the project will have no effect on the Translab Main Building

C. Phase 3 of the project will have no adverse effect on the Main Building because the work will be completed in a manner consistent with the Secretary if the Interior’s Standards for

the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer

The Translab Main Building is a state-owned historic resource, which mandates that Caltrans use the California Historical Building Code (CHBC), the CHBC will be used to preserve character-defining features that might otherwise be lost in the application of the Health and Safety Code, including but not limited to fire, life, safety, seismic, and accessibility for the disabled.

The Supplemental HRCR was submitted to the State Historic Preservation Office (SHPO) on November 16, 2004. On November 22, 2004, SHPO sent a concurrence letter to Caltrans for the proposed Translab project (Appendix G). The Supplemental HRCR is available at the Caltrans Environmental Planning Office, 2389 Gateway Oaks Dr., Ste. 100, Sacramento, CA 95833. Anyone wishing to review it should contact Japtej Gill at (916) 274-0557 or Beth Thompson at (916) 274-0571.

2.6 Physical Environment

2.6.1 Hydrology And Water Quality

The project is within the City of Sacramento where the storm water runoff is collected and conveyed to Sacramento Regional Wastewater Treatment Plant in Elk Grove for treatment. The treatment plant restricts any hazardous material from entering the storm water run off collection system or any material that would block the flow. The combined wastewater and storm water runoff is treated at the Plant, monitored and discharged into the Sacramento River at the Plant's outfall in Freeport.

The project will slightly increase the area of impervious surface area with the project limit. The increased impervious surface area would potentially create more storm water runoff volume, with a minimal impact.

Although the increased impervious surface area would potentially create more storm water runoff volume, the impact of this increase will be minimal. In addition, by directing the runoff to the planters and other landscaped areas, a major portion of the runoff will be infiltrated and will not reach the storm water conveyance system.

Increased vehicle traffic during construction has the possibility of leaking fluid from additional parked vehicles, which may slightly increase the concentrations of pollutants in the storm water runoff. However, the planters will remove the pollutants from the storm water runoff.

2.6.2 Hazardous Waste/Materials

Geocon Consultants, Inc. performed a limited asbestos and lead containing paint (LCP) survey and lab analysis.

Caltrans will use the information obtained from this investigation to coordinate asbestos and peeling/flaking LCP containment and abatement activities, if necessary, and to estimate associated costs within the proposed project work areas. Total cost is estimated at \$130,000. A summary of the conclusions and recommendations are as follows:

Main Building

Varying concentrations of asbestos were detected in door insulation used in the basement dark room, in joint compounds associated with gypsum board wall/ceiling systems, and in pipe insulation used throughout the facility.

Structural Materials Building

Varying concentrations of asbestos were detected in pipefitting and joint compounds associated with gypsum board wall/ceiling systems throughout the facility. Lead concentrations were detected in peeling and flaking white exterior paint on the west stairwell/access ramp.

Warehouse Building

An unquantifiable amount of asbestos was detected in mastic associated with floor tiles in the restrooms. Lead concentrations were detected in peeling and flaking paints in the following areas: white exterior paint on the work shop and shelving areas, white interior paint in the restrooms, white exterior paint on the east stairwell, gray exterior paint on the east stairwell, and green exterior paint on the east stairwell.

Geotechnical Building

Varying concentrations of asbestos were detected in window putty, and joint compounds associated with gypsum board wall/ceiling system used throughout the facility, and in wall panels used in the main entry.

Foundation Testing Building No. 1

Varying concentrations of asbestos were detected in window putty, floor tile mastic, and joint compounds associated with gypsum board wall/ceiling system throughout the facility. Lead concentrations were detected in peeling and flaking gray exterior paint on the roof trim/flashing.

Foundation Testing Building No. 2

A supplemental Asbestos/Lead survey was conducted for the Foundation Testing Building No. 2 (FTB #2), which was not included in the original survey. Results are as follows: Asbestos was

not detected in samples of flooring and base coving collected from the office area. Asbestos at a maximum concentration of 2% was detected in joint compounds associated with approximately 1,000 square feet (SF) of nonfriable gypsum board wall/ceiling systems throughout the office area.

“A” Buildings Complex

Varying concentrations of asbestos were found in tile and floor tile mastic, vent flues, joint compounds associated with gypsum board wall/ceiling systems, window putty, and wall panels, gray and red floor tiles. Lead concentrations were detected in peeling and flaking paint in the following areas: white interior/exterior paint in unit A29, white interior paint in unit A31, aqua/gray exterior paint on units A10 through A14, A1 through A5.

Regulated Asbestos Containing Material (RACM) Issues: RACM, a hazardous waste, was identified in the “A” Buildings Complex.

Lead Paint Issues: All paints at the Site should be treated as lead-containing for purposes of determining the applicability of the Cal/Occupational Safety & Health Administration (OSHA) lead standard during any future maintenance, renovation, and demolition activities.

A PSI was conducted by Shaw Environmental, Inc. to evaluate whether soil or groundwater contamination may exist beneath the property. A total of 44 soil samples, four groundwater samples, and one hydraulic reservoir sample were collected and analyzed. In addition, a geophysical survey was conducted to investigate whether any unknown underground storage tanks are present in the vicinity of the “A” buildings. Conclusions and results are as follows:

- No significant soil contamination was detected. Therefore, no special handling of soil during the proposed construction activities appears warranted.
- Low levels of poly-chlorinated biphenyls (PCBs) were detected from waste material within the hydraulic reservoir in Room A28 of building “A”. The waste material within this reservoir will need to be removed under the direction of a Certified Industrial Hygienist.
- Groundwater contamination was detected beneath Building “A”. Groundwater was encountered at approximately 12.2 meters (40 feet) below ground surface, which is much deeper than any planned construction activities. Therefore, the contamination that was detected should not be an issue.
- The geophysical survey did not identify any buried underground storage tanks within the area of Building “A.”

All necessary precautions will be taken to keep Translab employees and visitors safe during construction work with hazardous waste materials. All hazardous waste materials (asbestos, RACM, lead based paint, PCB contaminated soil) will be handled under the direction of registered professionals:

- Asbestos-containing materials in ADA renovation areas either will be contained through encapsulation or, if containment is not feasible, removed and disposed of by a licensed and certified asbestos abatement contractor (AAC) prior to renovation, demolition, or other activities that would disturb the materials.
- Recommendations are that a licensed and certified AAC remove the asbestos-containing gypsum board wall/ceiling system prior to demolition activities in the FTB #2, and that demolition be performed by a licensed and certified AAC.
- RACM will be removed and disposed of by a licensed and certified AAC prior to demolition or other activities.
- A licensed and certified AAC should perform demolition activities if asbestos-containing materials (non-RACM), identified in the “A” Buildings Complex, are left in place during demolition.
- All paints at the Site should be treated as lead-containing for purposes of determining the applicability of the Cal/Occupational Safety & Health Administration (OSHA) lead standard during any future maintenance, renovation, and demolition activities.
- Lead based paint containment through encapsulation or, if containment is not feasible, removal before planned renovation or personnel will perform demolition activities with lead-related construction certification from the California Department of Health Services.
- The PCB contaminated soil removal will be performed under the direction of a Certified Industrial Hygienist.

All hazardous materials will be properly containerized prior to transporting from the site. For waste segregation purposes, potentially hazardous [Category (Cat) III concentrated lead] waste will be separated from non-hazardous demolition debris (Cat II intact lead-painted architectural components). Hazardous materials will be disposed of at facilities permitted to accept such material.

2.6.3 Air Quality

This project is exempt from all emission analyses under the California Environmental Quality Act (CEQA) (15301 & 15302) as it fits the following: The project consists of the reconstruction of existing structures and facilities or, in limited cases, replacement of structures where the new structure will be located on the same site as the one replaced and will have substantially the same purpose and capacity as the structure replaced.

The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM10 (particulate matter 10 micron or less in diameter), would be the primary short-term construction impact that may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions will be temporary and transitory in nature.

To minimize the temporary construction-related emission impacts, the contractor will be required to use Best Management Practices and comply with Caltrans Standard Specifications that includes Section 7-1.01F, “Air Pollution Control” and Section 10, “Dust Control.” The provisions require the contractor to comply with all pertinent rules, regulations, ordinances, and statues of the local air district.

2.6.4 Noise

This project is not interpreted as a Type I project, therefore no further noise analysis, for operations, is required for this project.

During construction, a slight increase in noise and vibration may occur. Additionally, demolition will cause a moderate increase in noise and vibration.

During the construction phases of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications Section 7-1.01I, “Sound Control Requirements.” These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers’ specifications.

No demolition may occur during known Phoebe Hearst Elementary school hours. Caltrans Business Services Office (BSO) will coordinate with the school to provide the hours to the Residential Engineer (RE) and/or the Structures Representative (SR) at a pre-construction meeting.

2.7 Biological Environment

No listed endangered or threatened species or critical habitat will be affected by this project. No waters of the U.S. or wetlands will be affected by this project and no biological permits are needed for the completion of this project.

Only two trees were pointed out for possible removal, both of the liquid amber variety. Removal of any trees over 6" diameter breast height (dbh) or over 4" dbh should only be removed between August and February, outside of the nesting season, to prevent any effects to nesting birds or their young. Removal of trees during the nesting season of March 1st thru July 31st will first require a nesting survey by a qualified biologist.

2.8 Construction Impacts

Translab is an urban complex surrounded by narrow roads. High volumes of commute, business and school traffic use the surrounding roads throughout the day and evening. Gridlock occurs at various times throughout the day and evening; these times have been ascertained by Caltrans Traffic staff in the development of a Traffic Management Plan (TMP) to avoid adding to the local gridlock.

The proposed project will likely result in an increase in construction equipment entering and leaving the Translab. No detours or changes in access to nearby facilities are presently planned.

Most of the work is expected to occur during nights and weekends, with the exception of the new Geotechnical/Foundation Testing Building construction; that construction is expected to be performed during normal business hours.

Construction impacts include construction noise, dust, and traffic. There may be a less-than-significant noise increase and some dust occurrence during the construction phase. Caltrans construction standards include means of minimizing noise and dust; these standards will be implemented to the greatest degree possible to minimize any dust and noise impacts to nearby uses.

The new Geotechnical/Foundation Testing Building construction is the only project correction work that will likely occur during normal business hours.

All construction traffic should be routed through the Translab gate as specified in a TMP. Gate hours will be restricted for construction equipment and supply deliveries, and hauling traffic.

This will lessen impacts to local traffic and local schools, including Phoebe Hearst Elementary School (located north on Folsom Boulevard).

During construction of the new Geotechnical/Foundation Testing Building, all construction equipment and supply deliveries will likely be scheduled to occur outside of commute traffic hours, as defined by the TMP. The Resident Engineer will be informed of the TMP specifics in a pre-construction meeting.

2.9 Environmental Issues Eliminated from Further Impact Evaluation

As part of the scoping and environmental analysis conducted for the project, the following environmental resources were considered but no potential for adverse impacts to these resources was identified. Consequently, there is no further discussion regarding these resources in this document.

Aesthetics: A Visual Impact Analysis completed in April 2004 concluded that no reduction in the visual quality of the area or the visual settings will be affected, nor will the existing building configurations change significantly as a result of this proposed project. The view of the Translab campus from 59th Street may improve following the proposed project's replacement of "A" Buildings.

Agriculture and Prime Farmland: A Community Impact Assessment completed in April 2004 concluded that no agricultural lands exist in the area, located in a dense portion of the City of Sacramento.

Mineral Resources: Qualified Caltrans staff investigated and concluded that the project will have no impacts related to Mineral Resources.

Recreational Facilities: The proposed project will not affect the use of any recreational facilities, determined in the Community Impact Assessment of April 2004.

Geology and Soils: The Sacramento Valley is a region of relatively low risk to moderate seismicity. No known active faults traverse or are located near the site, therefore, the potential for ground fault rupture at the site is considered to be extremely low to non-existent. Qualified Clatrans staff investigated and concluded that the project will have no impacts related to Geology and Soils.

Floodplain: A floodplain study was completed in April 2004, and the project site is located in "Zone X." Zone X is defined as "Areas determined to be outside 500-year floodplain." Consequently, this project is not expected to have any impact on the floodplain.

2.10 Cumulative Impacts

No cumulative impacts will occur. The project is isolated and no other project in the area could have impacts similar to those of the proposed project.

Chapter 3 List Of Preparers

3.1 Caltrans

Douglas Coleman, Project Engineer, Hazardous Waste Engineer

Melanie Collins, Project Engineer, Design

Joan Fine, Associate Environmental Planner, Architectural History

Marsha Freese, Associate Landscape Architect

Hamid Hakim, Storm Water Specialist

Jill Hupp, Associate Environmental Planner, Architectural History, Headquarters (HQ)

Amy Kennedy, Associate Environmental Planner, Natural Sciences

Aaron McKeon, Community Impact Specialist

James Phillip, Hydraulics Engineer, Hydraulics Branch

Gloria Scott, Chief Historical Architectural Specialty Branch, HQ

Benjamin Tam, Engineer, Noise

Sharon Tang, Air Quality

Beth Thompson, Associate Environmental Planner/Generalist

David Watkins, Transportation Engineer (Civil)

Erick Wulf, Associate Environmental Planner, Archaeology

3.2 Contractors

Shaw Environmental, Inc., Sacramento, CA

Geocon Consultants, Inc., Livermore, CA

Jones and Stokes, Sacramento, CA

3.2.1 Subcontractors

Huntsman Architectural Group, San Francisco, CA

3.3 Technical Documents

Technical documents are bound separately from this report. To receive a copy of any of the technical studies, please contact Beth_Thompson@dot.ca.gov or call (916) 274-0571.

Chapter 4 Public Involvement and Comments

4.1 Public Review

On August 5, 2004, Caltrans issued a Draft Focused Initial Study for the Translab Fire, Life, & Safety Corrections & Rehabilitation Project. The public review period extended from August 5, 2004 to September 5, 2004. Caltrans sent a notice announcing the availability of the draft environmental document to 19 adjacent property owners, 9 local and state agencies, 3 local schools, 2 local community groups, 2 local business organizations, 1 private school district, 1 public school district, and 8 Native American representatives. Copies of the document were sent to the Sacramento Main Library and the McKinley Branch Libraries in Sacramento. Additionally, 3 documents were available for public review in the main lobby of the Translab facility. A public notice describing the proposed project appeared in the Neighbors section of the Sacramento Bee on August 5, 2004.

4.2 Public Meeting

The public notice and the draft environmental document both announced that if a public meeting were requested, one may have been held. No requests for a public meeting were received and none was held. No questions or comments were received.

4.3 School Districts

A hazardous waste notification letter was sent to the local school districts with school facilities located within one-quarter mile of the Translab facility, with their individual 30-day period to respond, per CEQA Guidelines § 15186(b). The school districts' 30-day period ended on October 7, 2004. No questions or comments were received.

Appendix A CEQA Environmental Checklist

CEQA: Guidance: Title 14, Chapter 3, California Code of Regulations, Sections 15000 et seq.
[\(http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/\)](http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/)

Statutes: Division 13, California Public Resource Code, Sections 21000-21178.1
[\(http://www.ceres.ca.gov/topic/env_law/ceqa/stat/\)](http://www.ceres.ca.gov/topic/env_law/ceqa/stat/)

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. CEQA requires that environmental documents determine significant or potentially significant impacts. In many cases, background studies performed in connection with the project indicate no impacts. A “no impact” reflects this determination. Any needed discussion is included in the section following the checklist.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS –				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. NOISE –

Would the project result in:

	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. RECREATION -

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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f) Result in inadequate parking capacity?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix B Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608



July 26, 2000

TITLE VI POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Jeff Morales".

JEFF MORALES
Director

Appendix C Letter of Eligibility From the State Historic Preservation Office (SHPO)

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



April 13, 2004

Mr. Jajtej Gill
Department of Transportation
Office of Environmental Management
2389 Gateway Oaks Drive
Sacramento, CA 95833

Dear Mr. Gill:

Subject: Evaluation of Significance for Translab in Sacramento 03-Sac-L5501 (EA 03-2C841K)

Thank you for requesting my comments on the above cited evaluation. The Department of Transportation (Department) is seeking my comments pursuant to Section 5024(d) of the Public Resources Code. The Department has asked which resources in the Transportation Laboratory complex located at 5900 Folsom Boulevard, Sacramento, should be included on the Master List of State-Owned Historical Resources. My staff has reviewed the materials you have provided and the additional information prepared by Jill Hupp of the Department's headquarters staff. I would like to offer the following comments based on that review.

The Department concluded that other than the Translab Main Building (TMB), the remainder of the complex does not meet the National Register of Historic Places or the California Register of Historical Resources criteria and thus should not be included on the Master List. For the reasons stated in your letter, I concur with this determination.

Regarding the TMB, the Department determined that it meets National Register of Historic Places criterion C as an excellent example of post-World War II American Modernism and possesses high artistic values. While I concur with the Department's determination that the TMB does meet National Register criterion C, I do not agree with the stated reasons for its eligibility. I believe that the TMB is a good representative example of American Modernism architecture. I base this conclusion on the following: The evaluation context for this TMB is state-owned resources in the Sacramento region. The research data presented and the information my Office maintains indicate that there are not many extant examples of 1950s state-owned resources in the Sacramento region. Through the use of window and interior courtyards, the design gives the TMB building an open feeling that relates with its environment. While there are a number of examples of schools, hospitals, and other standard uses in buildings of a similar architectural design, the TMB incorporates this concept into a research facility for state use. Since simplicity of design is the primary design element for this architectural style, integrity of materials and workmanship are very important elements in evaluating the significance of this resource. The TMB maintains a very high level of integrity. For these reasons, I concur with the Department's determination that the TMB meets the eligibility criteria for the National Register of Historic Places, and I will include the TMB on the Master List of State-Owned Historical Resources.

If my staff can be of any further assistance, please contact Dwight Dutschke or Cynthia Howse at 916-653-6624.

Sincerely,

Stephen Mikesell, Acting
State Historic Preservation Officer

Appendix D List of Technical Studies

To assist in making the environmental evaluation for this project, Caltrans prepared 16 technical evaluations (see “Purpose of This Document” for information on how to obtain copies of these studies):

1. Water Quality Comments and Recommendations
2. Floodplain Study
3. Noise Evaluation
4. Biological Clearance
5. Site Investigation Report for Asbestos and Peeling/Flaking Lead-Containing Paint Survey
6. Limited Site Investigation Report for Asbestos and Peeling/Flaking Lead-Containing Paint Survey for the Foundation Testing Building 2
7. Preliminary Site Investigation (PSI)
8. Visual Impact Assessment (VIA)
9. Community Impact Assessment (CIA)
10. Air Quality Evaluation
11. Historic Resources Evaluation Report (HRER) for built environment resources
12. Historical Resources Compliance Report (HRCR) to identify, evaluate, assess impacts, and propose any mitigation for built environment historical resources for projects without federal involvement
13. Archaeology Survey Report (ASR)
14. HRCR for potential historical archaeological resources
15. Supplemental HRCR
16. [Traffic Management Plan Data Sheet](#)

Appendix E Public Notice

The public notice below was published in the Sacramento Bee Neighbors section on

August 5, 2004.

 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

PUBLIC NOTICE

AVAILABILITY OF FOCUSED DRAFT INITIAL STUDY ON PROPOSED PROJECT TO IMPROVE CALTRANS' TRANSPORTATION LABORATORY

PROJECT
The California Department of Transportation (Caltrans) proposes to correct existing Fire and Life Safety deficiencies and facility repairs to conform to the Federal Americans with Disabilities Act (ADA) at the California Department of Transportation's (Caltrans) Transportation Lab (Translab) facility located at 5900 Folsom Boulevard in Sacramento. The deficiencies within the facility's buildings include insufficient seismic capacity, fire code shortfalls, and poor indoor air quality. The proposed project will be constructed in four phases.

THE FOCUSED DRAFT INITIAL STUDY
The Focused Draft Initial Study prepared for this project is available for public review at the following Sacramento County locations during regular business hours:

- Central Sacramento Public Library, 9th & I Streets, Sacramento, CA
- McKinley Library in McKinley Park, 601 Alhambra Blvd., Sacramento, CA
- Translab Main Lobby, 5900 Folsom Blvd, Sacramento, CA

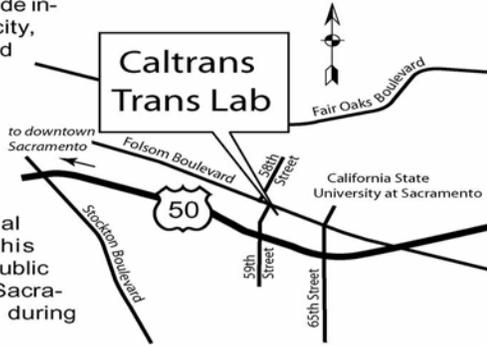
This study is also available on the Internet at: <http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>. Click on "Sacramento County".

SPECIAL ACCOMMODATIONS
For individuals with sensory disabilities, this document can be made available in Braille, large print, audio cassette or computer disk. To obtain such services, please contact: Mark Dinger, Public Information Officer, Caltrans - District 3, 703 B Street, Marysville, CA 95901, (530) 741-4571 (voice phone) or (530) 741-4509 (TTY)

WHERE YOU COME IN
Your comments on this proposed project or the Focused Draft Initial Study are welcome. Written comments postmarked, delivered, faxed or e-mailed by September 5, 2004 will be accepted. Be advised that any comments submitted will be part of the public record and, as such, may be subject to inspection and copying by other members of the public. Please direct your comments to Japtej Gill, Chief, Environmental Management Branch S-4, California Department of Transportation, 2389 Gateway Oaks Drive, Sacramento, CA 95833. The FAX number is (916) 274-0602. The e-mail address is japtej_gill@dot.ca.gov. If a Public Information Meeting is requested, one may be set at a future date.

JODY E. LONERGAN, DISTRICT 3 DIRECTOR
CALIFORNIA DEPARTMENT OF TRANSPORTATION
P.O. BOX 911 • MARYSVILLE, CA 95901

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Appendix F SHPO Concurrence Letter

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



November 22, 2004

Mr. Gregory P. King
Department of Transportation
Division of Environmental Analysis, MS 27
1120 N Street
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Mr. King:

Subject: Transportation Laboratory Complex Fire, Life and Safety Repair and Rehabilitation Project
(03-Sac-L5501, EA 03-2C8410, 03-2C8420 and 03-2C8430)

Thank you for requesting my comments on the above cited project. You seek my comments pursuant to continued consultation under Public Resources Code 5024(f) and 5024.5. My staff has reviewed the documentation provided and I would like to offer the following comments.

As you note in your letter, only the Translab Main Building is on the Master List of State-owned Historical Resources. The remaining buildings in the complex are not historical resources. I concur with your determination that the Translab Main Building is the one historical resource within the Project area-of-effect. I concur with your finding that Phases 1, 2 and 4 will have no effect on historical resources. Finally, I concur with your determination that Phase 3 of the proposed project will have an effect on the Main Building, but that effect will not be adverse since it will be completed consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction of Historic Properties (1995) (Standards). My concurrence for Phase 3 is conditioned on the opportunity to review the plans and specifications to assure that these plans are consistent with the Standards.

If my staff can be of any further assistance, please contact Dwight Dutschke at 916-653-9134.

Sincerely,

A handwritten signature in black ink, appearing to read "Milford Wayne Donaldson".

Milford Wayne Donaldson
State Historic Preservation Officer