

MINUTE ITEM

TIME: 1:30 PM
DATE: 8/3/78
BY: [Signature]
Meeting

C5

CALENDAR ITEM

C5.

8/78
WP 4522
Scott
PRC 4522

AMENDMENT OF PUBLIC AGENCY PERMIT PRC 4522

APPLICANT: State Department of Transportation
1120 N Street
Sacramento, California 95814

AREA, TYPE LAND AND LOCATION: Approximately 3.04 acres of sovereign land in the beds of Lost Slough, Middle Slough and the Mokelumne River in Sacramento and San Joaquin Counties.

LAND USE: Three bridges serving State Route 5.

TERMS OF ORIGINAL PERMIT:
Period: Indefinite from April 1, 1970.
Consideration: As set forth in Section 101.5, Streets and Highways Code.

TERMS OF PROPOSED PERMIT:
Period: Indefinite from May 1, 1978.

CONSIDERATION: As set forth in Section 101.5, Streets and Highways Code.

BASIS FOR CONSIDERATION:
Chapter 1052, Statutes of 1969.

PREREQUISITE TERMS, FEES AND EXPENSES:
Applicant is owner of upland.

STATUTORY AND OTHER REFERENCES:
A. Public Resources Code: Div. 6, Parts 1 & 2.
B. Adm. Code: Title 2, Div. 3.
C. Streets and Highways Code: Section 101.5.

OTHER PERTINENT INFORMATION:
1. On October 22, 1970 the Commission authorized the issuance to the Department

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permit pursuant to Section 101.5 of the Streets and Highways Code for a bridge crossing the Mokelumne River. Subsequent to the issuance of this permit the staff of the Commission found that additional bridge structures would cross other lands under the Commission's jurisdiction. The Department of Transportation has provided new maps showing the area needed for highway construction and the Commission's staff has proposed an amendment of the existing permit for the Mokelumne River crossing to reflect the increased area needed for highway construction.

2. An EIS was prepared by the Department of Transportation pursuant to N.E.P.A. and CEQA. Because the proposed project was funded primarily with federal funds, the EIS was processed under NEPA guidelines and therefore no Notice of Determination pursuant to CEQA guidelines was issued. The EIS was however circulated through the State Clearing House.
3. This project is situated on State land identified as possessing significant environmental values pursuant to Public Resources Code 6370.1, and is classified in a use category, Class B, which authorizes Limited Use.

Staff has coordinated this project with those agencies and organizations who nominated the site as containing significant environmental values. They have found this project to be compatible with their nomination.

4. This project is situated on land identified as possessing environmental values in that the State Lands Commission stated all waterways under the Commission's jurisdiction have environmental significance. Staff finds this project to be compatible with Commission policy.

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EXHIBITS: A. 101.5 Plat. B. Location Map.
 C. EIS Summary.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT AN EIS HAS BEEN PREPARED FOR THIS ACTIVITY AND CERTIFIED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION.
2. CERTIFY THAT THE INFORMATION CONTAINED IN THE EIS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION HAS BEEN REVIEWED AND CONSIDERED BY THE COMMISSION.
3. DETERMINE THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. FIND THAT GRANTING OF THE PERMIT WILL HAVE NO SIGNIFICANT EFFECT UPON ENVIRONMENTAL CHARACTERISTICS IDENTIFIED PURSUANT TO SECTION 6370.1, OF THE PUBLIC RESOURCES CODE.
5. AUTHORIZE ISSUANCE TO THE STATE DEPARTMENT OF TRANSPORTATION, PURSUANT TO SECTION 101.5 OF THE STREETS AND HIGHWAYS CODE; OF AN AMENDMENT TO PUBLIC AGENCY PERMIT PRC 4522 FOR AN INDEFINITE PERIOD FROM MAY 1, 1978; AND THE APPROVAL OF AN APPROPRIATE PLAT AUTHORIZING THE MAINTENANCE OF A HIGHWAY AND BRIDGE CROSSING STATE SOVEREIGN LAND WITHIN THE HIGHWAY RIGHT-OF-WAY AS SHOWN ON THE DEPARTMENT OF TRANSPORTATION MAP NO. 10-SJ-5-49.82/03-SAC-5-0.01/1.2 ON FILE IN THE OFFICE OF THE STATE LANDS COMMISSION AND BY REFERENCE MADE APART HEREOF.

T5N R5E MDM

PROPERTY AND COMPENSATED RIGHTS ARE IN THE POSSESSION OF THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION. THIS MAP IS A PART OF THE STATE'S RECORD SYSTEM AND IS NOT TO BE USED FOR OTHER PURPOSES.

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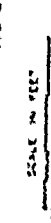
SACRAMENTO CO.
SAN JOAQUIN CO.

STATE OF CALIFORNIA
STATE LANDS DIVISION

This map was prepared by the State Lands Division of the State Department of Transportation, San Francisco, California, from data furnished by the State Lands Commission, San Francisco, California, on December 22, 1954. The map shows the location and boundaries of the property and compensated rights in the State Lands Division. The map is a part of the State's Record System and is not to be used for other purposes.

LEGEND
 PARTITION REVISED THROUGH
 SECTION LANDS.
 RECALCULATED CONTROL POINTS
 POINTS FOUND, NOTHINGS SET
 FOUND ON SECTION CORNER,
 DESCRIBED ON MAP
 FOUND PROTECTIVE POINT.
 SHOWN ON MAP

STATE OF CALIFORNIA
 BUSINESS AND TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
 MAP SHOWING SOVEREIGN LANDS OF THE STATE OF CALIFORNIA IN SAN JOAQUIN AND SACRAMENTO COUNTIES ACCESS IN AREA FROM THE SECTION CORNER OF THE SECTION TO THE SECTION CORNER OF THE SECTION SOUTH OF SACRAMENTO RIVER AS A CITY OF THE STATE OF CALIFORNIA AS A STATE DEPARTMENT OF TRANSPORTATION
 PLATE 079 OF 079
 1954



ACCESS PROHIBITED

SACRAMENTO 20 Mi. N

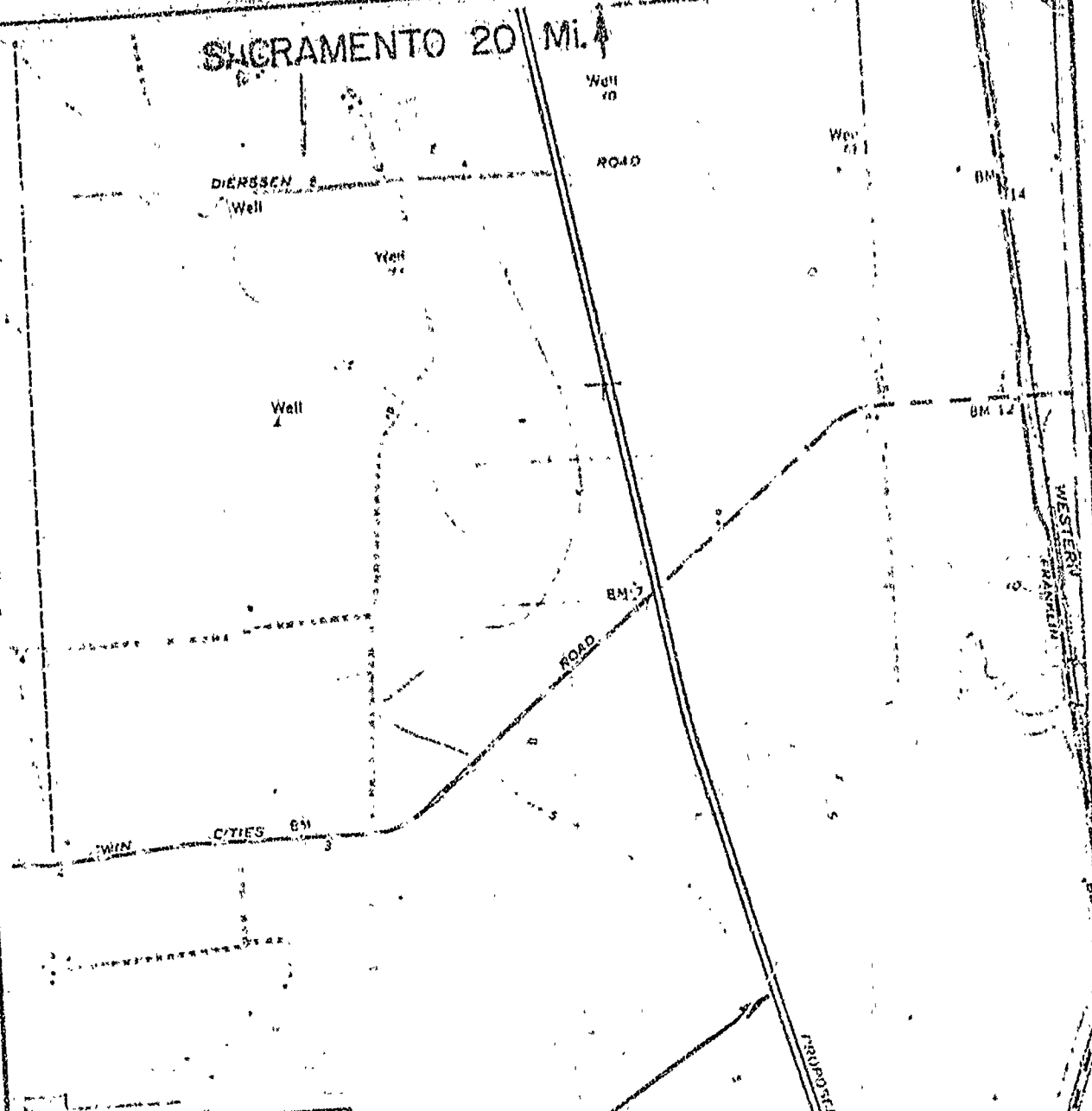


EXHIBIT "B"
WP 4522

SITES



Environmental Impact Statement Summary

I. Introduction

The following is a summary of an Environmental Impact Statement for Interstate 5 in Sacramento County from Lambert Road to the San Joaquin County Line. The document was prepared by the California Department of Transportation in accordance with the FHWA.

II. Project Description

It is proposed to construct a 4.8 mile portion of Interstate Route 5 between Stockton and Sacramento. This will be the final link between the Mexican and Canadian borders. This portion of the freeway bridges the Mokelumne River floodway and then crosses rural agricultural land. The facility will provide four traffic lanes on new alignment. The project is largely on fill except for three locations where it crosses on bridge structures. It is these three bridge structures that are the subject of the Commission action.

III. Environmental Description

The project is entirely in a rural agricultural setting in the Sacramento-San Joaquin Delta. Soils are very poor and do not extend very deep. There are no immediate faults below the valley floor. The general project area contains grassland, agricultural, and riparian habitats. No archaeological sites were found in the project area. Cattle grazing is done extensively in the project area. Under the County General Plan the area is designated agricultural.

IV. Environmental Impacts

The bridges designs will allow flood waters to pass under them. No substantial area of habitat will be affected by the project. Approximately 228 acres of agricultural land will be lost by this project. The project will increase commuting between Stockton and Sacramento. Increased residential and commercial development may result in southern Sacramento County. High-masted soil boats will not be able to pass under the bridge on the Mokelumne River. It is not expected that the one intersection of this project will cause residential growth pressures. Some ranches will have to operate on both sides of the freeway due to severance. This project may decrease business patronage along Route 99 between Stockton and Sacramento. Temporary turbidity will be created by the placement of the bridge pilings in the three waterways. Increased traffic will act to increase carbon monoxide, hydrocarbons, and nitrogen oxide emissions.

V. Unavoidable Adverse Effects

Agricultural severance and business displacement are two of the major impacts of the project. Increased turbidity and sediment disturbance will be impacts at the bridge sites.

VI. Mitigation

Land severances will be mitigated by excess sales and exchanges, engineering controls, settling basins, and other procedures will create pollution during construction of the watercourses.

VII. Alternatives

Alternatives are reduced because this is a final link of a larger system. The only other alternative seriously considered would have affected the town of Franklin.

VIII. Short-Term-Long-Term

The removal of 228 acres of irrigated pasture would result. Short-term construction disruptions would be offset by long-term benefits of improved travel and the completion of a national defense highway.

IX. Irreversible and Irrecoverable

Loss of land for the freeway is the only major commitment of resources.