

**Capital Southeast Connector Project
Sheldon/Wilton Area Alternative Evaluation Criteria**

		Sheldon/Wilton Area Alternatives							
Evaluation Factors	Existing Conditions	No Build	Connector Alignment 2 (Grant Line Expressway North of Calvine Rd)			Connector Alignment 2 with 3 lane Sheldon Bypass		Connector Alignment 4 (Bradshaw Rd)	
		6 lane Grant Line Road ¹	6 lane Grant Line Road ¹	4 lane Grant Line Road ² (access roads)	3 lane Grant Line Road ³ (Continuous Left Turn Lane, No Access Control)	4 lane Grant Line Road ⁴ (Rt turn access only except at signalized intersections)	4 lane Grant Line Road ⁴	6 lane Grant Line Road ¹	
Community Values	Preserve Rural and Historic Character of Sheldon	0	0	-	+	0	0	0	
	Preserve area's riparian ecosystem (Cosumnes River and Deer Creek)	Alternative description does not include a preservation component; alignment would not directly affect these waters	Alternative description does not include a preservation component; alignment would not directly affect these waters	Alternative description does not include a preservation component; alignment would not directly affect these waters	Alternative description does not include a preservation component; alignment crossing these streams would directly affect these waters Deer Crk/Cosumnes River(-) Laguna Creek (0)		Alternative description does not include a preservation component; alignment would not directly affect these waters Deer Crk/Cosumnes River(+) Laguna/Morrison Creeks (-)		
	Preserve open space, wildlife habitat and agricultural uses in project area	Alternative description does not include a preservation component; larger footprint of alignment could have more potential to directly affect habitat or open space	Alternative description does not include a preservation component; larger footprint of alignment could have more potential to directly affect habitat or open space	Alternative description does not include a preservation component; alignment would have less potential to directly affect habitat or open space Open Space (-) Wildlife habitat (-) Agriculture (-)	Alternative description does not include a preservation component; alignment through floodplain would have higher potential to affect habitat Open Space (-) Wildlife habitat (-) Agriculture(Farmland) (-)		Alternative description does not include a preservation component; alignment would have less potential to directly affect habitat or open space Open Space (-) Wildlife habitat (-) Agriculture(Farmland) (-)		
	Maintain floodplain protection	0	0	0	-	-	0	0	
	Control growth in the project area	0	0	-	0	0	0	0	
	Maintain Sheldon's Economic Viability	0	0	-	0	0	0	0	
Environmental Impacts	Air and Water Quality	Insufficient data to calculate emissions; construction could affect water quality air quality impacts (-) water quality(-)	Insufficient data to calculate emissions; construction could affect water quality air quality impacts (-) water quality (-)	Insufficient data to calculate emissions; construction could affect water quality air quality impacts (-) water quality (-)	Insufficient data to calculate emissions; construction could affect water quality air quality impacts (-) water quality impacts (-)		Insufficient data to calculate emissions; construction could affect water quality air quality impacts (-) water quality impacts (-)		
	Vernal Pools	Scattered vernal pools located primarily east of Grantline Road along floodplain east boundary; also small scatter west of Grantline near Elk Grove Creek, large complex west of Grantline and north of Calvine Rd.	potential for indirect effects	potential for indirect effects	Direct effects (-) Indirect effects (-)	Direct Effects (-) Indirect effects (-)	Direct effects (-) Indirect effects (-)		
	Seasonal Waters	Numerous sites located primarily east of Grant Line Road near Excelsior Rd.; sites associated with floodplain	potential for indirect effects	potential for indirect effects	Direct effects (-) Indirect effects (-)	Alignment through area with numerous seasonal wetlands would have a higher potential for effects Drainages into Deer Crk (-) Floodplain seasonal (-)		Direct effects (-) Indirect effects (-)	
	Creek/Stream Crossings	Major crossings are associated with Laguna Creek, Deer Creek, Elk Grove Creek, and Cosumnes River watershed	potential for direct effects at stream crossings	potential for direct effects at stream crossings	potential for direct effects at stream crossings	Higher potential for direct effects on Deer Creek and Cosumnes River Deer/Cosumnes (-)		potential for direct effects at stream crossings Laguna & Morrison Creeks (-)	
	Critical Habitat	None currently designated	na	na	na	na	na	Vernal pool Fairy & Tadpole Shrimp; Slender Orcutt Grass (-)	
	Protected Species	NDOB records for Swainson's hawk, tricolored blackbird, vernal pool fairy shrimp, vernal pool tadpole shrimp, California lindenella, giant garter snake, Valley elderberry longhorn beetle; most habitat located along floodplain boundaries; numerous SWHA nest sites and foraging habitat located east of Grantline Road	potential for effects from strip takes for road widening	potential for effects from strip takes for road widening	potential for effects from strip takes for road widening Swainson's Hawk (-) Giant garter snake (-) VP fairy/tadpole (-) VELB(0)	Higher potential for effects because of alignment footprint through species habitat Vernal pool habitat Swainson's hawk (-) Giant Garter snake (-) VP fairy/tadpole (-) VELB (-) Tricolored blackbird (-)		potential for effects from strip takes for road widening Swainson's Hawk (-) Giant Garter snake (-) VP fairy/tadpole (-) VELB(-)	
	Open Space Preservation/Conservation Easements	Proposed SSHCP Zone 3B northwest of Excelsior Rd; Zone 3c east of Excelsior Rd; floodplain boundaries	(-)	(-)	(-)	(-)	(-)	(-)	
Environmental Impacts	Cultural Resources	Recorded archaeological sites, including along Grant Line Road in vicinity of Wilton Road and numerous sites within floodplain; numerous potential historic architectural resources east and north of floodplain boundaries and along Grant Line Road	potential for effects from strip takes for road widening (-)	potential for effects from strip takes for road widening (-)	potential for effects from strip takes for road widening (-)	somewhat higher potential for effect because of larger footprint (-)	somewhat higher potential for effect because of larger footprint (-)	potential for effects from strip takes for road widening (-)	
Traffic Impacts	Level of Service on Grant Line Road ⁵	E	0 (E/D/C)	- (F/D/C)	- (F/F/D)	- (F/D/C)	0 (E/D/C)	- (F/F/D)	
	Travel Time on Connector (Waterman to Sunrise)	NA	0 (19.0 min)	+ (18.2 min)	- (21.0 min)	++ (13.1 min)	++ (12.4 min)	- (21.0 min)	
	Impacts to local roads (Dillard Road, etc.) compared to No Build	NA	NA	-(Increased volumes on Bond Rd & Calvine Rd west of Grant Line Rd)	-(Increased volumes on Bond Rd & Calvine Rd west of Grant Line Rd)	+(Decreased volumes on Grant Line Rd through Sheldon)	+(Decreased volumes on Grant Line Rd through Sheldon)	0	
Cost (Compared to No Build)		0	0	(-). Cost for property acquisition/redevelopment	Very high (-)	Very high (-)	Typical widening	Typical Widening	
Summary of fatal flaws, concerns and/or positive aspects				Greatest potential to minimize and mitigate environmental impacts Potential impacts to community and businesses	Development in floodplain unlikely to meet regulatory requirements to select the LEDPA. Unlikely to obtain regulatory agency authorizations and approvals. Unlikely to obtain federal funding because of impacts on floodplain and sensitive habitat.	Riparian impacts to Laguna watershed mitigable, but expensive; VP habitat near Mather significant No potential change to traffic impacts from Grant Line Alternative			

Notes:

Rating System	
--	Negative effect
-	Somewhat negative effect
0	Neutral or no effect
?	Data insufficient to rate
+	Somewhat positive effect
++	Positive effect

¹ Ultimate 6 lane roadway based on Rural Road Improvement Standards. The widening and improvements would occur when traffic volume thresholds warrant based on the City of Elk Grove's Rural Road Improvement Standards. This segment includes center turn lane at signalized intersections, 88' total pavement width and current access to Grant Line Road is allowed

² 4 lane roadway based on Rural Road Improvement Standards. Raised median would prohibit left turns except at signalized intersections. Some right in/right out access would be allowed, but would be minimized. Existing access would be reconfigured with access and frontage roads which would tie into the signalized intersections. Dual left turn lanes would be required at some major intersections. Total pavement width overall would be 66', with additional 12' where required. Right of way would be preserved for six lanes.

³ 3 lane roadway based on two thru lanes with a continuous left turn lane. Current access would remain.

⁴ 4 lane roadway based on Rural Road Improvement Standards. Raised median would prohibit left turns except at signalized intersections. Right in/right out access would be allowed at existing access locations. Double left turn lanes may be required at some major intersections. Total pavement width overall would be 66', with additional 12' where required.

⁵ Level of service provided for three conditions on Grant Line Rd at Wilton Rd and Sheldon Rd: 1) with single left turn lanes and no separate right turns 2) with two left turn lanes and 3) with two left turn lanes and separate right turn lanes

This evaluation matrix was developed by the JPA staff subject matter experts based on preliminary information and is to be used for the purposes of screening alternatives only. The matrix is a tool to be used by the Sheldon/Wilton Working Group and the NEPA/404 Integration MOU participants to discuss and compare alternatives for consideration of further analysis in the NEPA/CEQA document. Information on this matrix is based on preliminary information readily available for the project area and does not represent detailed analysis of the potential effects of the alternatives. Actual analysis of alternatives selected for further study will be conducted and presented in the EIS/EIR document.