

# Lake Natoma Waterfront and Trail Access Enhancement Project

## Environmental Assessment/Initial Study



U.S. Department of the Interior  
Bureau of Reclamation  
Mid-Pacific Region  
Central California Area Office



City of Folsom  
Parks and Recreation Department  
50 Natoma Street  
Folsom, California 95630

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# Table of Contents

<b>Section 1</b>	<b>Purpose and Need for Action</b>	<b>1</b>
1.1	Introduction .....	1
1.2	Background .....	1
1.3	Purpose and Need .....	1
1.4	Reclamation’s Legal and Statutory Authorities and Jurisdiction Relevant to the Proposed Federal Action .....	2
1.5	Scope .....	2
1.6	Project Location .....	3
1.7	Decisions to be Made .....	3
1.8	Document Organization .....	7
<b>Section 2</b>	<b>Alternatives</b>	<b>9</b>
2.1	No Action Alternative .....	9
2.2	Proposed Action/Proposed Project .....	9
<b>Section 3</b>	<b>Affected Environment and Environmental Consequences</b>	<b>20</b>
3.1	Introduction .....	20
3.2	Aesthetics .....	20
3.3	Water Resources .....	25
3.4	Land Use .....	31
3.5	Land Resources .....	33
3.6	Hazards and Hazardous Materials .....	38
3.7	Traffic and Transportation .....	42
3.8	Public Services .....	44
3.9	Biological Resources .....	47
3.10	Cultural Resources .....	62
3.11	Indian Trust Assets .....	70
3.12	Environmental Justice/Socioeconomic Resources .....	71
3.13	Air Quality .....	73
3.14	Climate Change .....	80
3.15	Noise .....	84
<b>Section 4</b>	<b>Consultation and Coordination</b>	<b>88</b>
4.1	Public Review Period .....	88
4.2	Fish and Wildlife Coordination Act (16 U.S.C. § 661 et seq.) .....	88
4.3	Endangered Species Act (16 U.S.C. § 1531 et seq.) .....	88
4.4	National Historic Preservation Act (16 U.S.C. § 470 et seq.) .....	88
4.5	Indian Trust Assets .....	88
4.6	Executive Order 13007 – Indian Sacred Sites .....	89
4.7	Migratory Bird Treaty Act (16 U.S.C. § 703 et seq.) .....	89
4.8	Executive Order 11988 – Floodplain Management and Executive Order 11990 – Protection of Wetlands .....	89
4.9	Clean Air Act (42 U.S.C. § 7506 (C)) .....	89
4.10	Clean Water Act (16 U.S.C. § 703 et seq.) .....	90
<b>Section 5</b>	<b>CEQA Environmental Checklist</b>	<b>91</b>
5.1	Environmental Checklist and Discussion .....	91
5.2	Significance Determination .....	112
<b>Section 6</b>	<b>List of Preparers and Reviewers</b>	<b>113</b>

6.1	Bureau of Reclamation – Lead Agency.....	113
6.2	City of Folsom – Lead Agency .....	113
6.3	Environmental Consultants .....	113
<b>Section 7</b>	<b>References</b>	<b>114</b>

## List of Tables

1-1	Potential Regulatory Requirements .....	2
3-1	Water Quality Objectives for Inland Surface Waters .....	29
3-2	Project Site Soils .....	35
3-3	Census 2010 Racial Composition of Folsom City .....	73
3-4	Sacramento Valley Air Basin Attainment Status .....	75
3-5	Federal and State NAAQS Air Monitoring Data .....	78
3-6	Federal Construction Noise Thresholds .....	85
3-7	Typical A-Weighted Sound Levels of Common Noise Sources .....	86
3-8	Typical Noise Levels for Construction Equipment .....	87

## List of Figures

1	Regional Location .....	4
2	Site and Vicinity .....	5
3	Site Plan.....	6
4a	Site Plan Sheet 1 .....	11
4b	Site Plan Sheet 2.....	12
4c	Site Plan Sheet 3.....	13
4d	Site Plan Sheet 4.....	14

## Appendices

<b>Appendix A</b>	Soils Report
<b>Appendix B</b>	Biological Assessment
<b>Appendix C</b>	Confidential Cultural Resources Evaluation/State Historic Preservation Office Concurrence Letters

# Section 1 Purpose and Need for Action

## 1.1 Introduction

This Environmental Assessment/Initial Study (EA/IS) has been jointly prepared by the Bureau of Reclamation (Reclamation) as the lead federal agency and the City of Folsom, Parks and Recreation Department, (City) as the lead state agency to fulfill the requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. §4321-4370) and the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 et seq.). The focus of the NEPA analysis within this EA/IS is Reclamation's issuance of a Land Use Authorization license to the City to develop the Proposed Project; and an associated operation and maintenance agreement between Reclamation, the City, and the California Department of Parks and Recreation (State Parks). The focus of the CEQA environmental analysis within this EA/IS includes the entire scope of the Proposed Project described within **Section 2.0**.

## 1.2 Background

The existing trails within the project area were constructed and are currently operated and maintained by State Parks as part of the Folsom Lake State Recreation Area (FLSRA). The East Lake Natoma Bike Trail was constructed by State Parks approximately 15 years ago and has been one of the most heavily used trails in the Sacramento Region. The project site is located within an area covered under a 25-year Managing Partner Agreement (MPA) between State Parks and Reclamation (executed in January 2012), which grants State Parks the authority to manage recreation and public use on most of the federal lands around Folsom Lake and Lake Natoma. In 2008, the City received funding from the State of California Resources Agency under the Proposition 50 California Rivers Parkway Grant Program to extend the Bike Trail and complete an ADA compliant trail loop along the shoreline of Lake Natoma in the vicinity of the Lake Natoma Crossing Bridge. The City submitted a Land Use Authorization request to Reclamation in July 2009, and has been working with Reclamation and Reclamation's managing partner for these lands, State Parks, on the development of proposed alternatives for the area. Public comments for the project were solicited by the City at a community meeting on April 23, 2011, at a community walkthrough of the project site, and a public workshop in September 14, 2011. The original project proposal included the extensive development of a boating dock and lighting to support the development of a promenade type trail. On November 8, 2011, after a thorough analysis of the alternatives including an assessment of potential environmental constraints and review of public input, the Folsom City Council identified a significantly scaled back plan that eliminated the promenade features and reduced the boat ramp feature to the development of an accessible path to the water that would double as a water landing for canoes and kayaks on Lake Natoma, as the preferred project design.

## 1.3 Purpose and Need

Currently, there is no ADA access to the Lake Natoma Waterfront from the Folsom Historic District. While the Folsom Historic District provides a variety of entertainment options for the public, including ADA accessible facilities, pedestrian access to the Lake Natoma Waterfront is limited to unpaved trails with steep slopes originating from the East Lake Natoma Bike Trail. This results in non-ADA compliant pedestrian access and co-mingling between bicyclists and pedestrians. The purpose of the Proposed Project is to meet the following objectives:

- Provide a safe pedestrian recreational trail system that incorporates ADA Standards for Accessible Design consistent with 28 CFR Part 36 while maintaining/enhancing connectivity between the Lake Natoma waterfront and the Folsom Historic District for pedestrians.
- Improve environmental conditions of the Lake Natoma waterfront through removal of invasive species, planting of native plant/tree species, and stabilization of banks along the existing trail route.

## 1.4 Reclamation's Legal and Statutory Authorities and Jurisdiction Relevant to the Proposed Federal Action

The Federal laws, permits, licenses and policy requirements included in **Table 1-1** have directed, limited, or guided the NEPA analysis within this EA.

**TABLE 1-1**  
POTENTIAL REGULATORY REQUIREMENTS

Law, Regulation, or Executive Order	Method of Compliance
National Environmental Policy Act	EA/IS
Endangered Species Act	Section 7 Consultation with USFWS and NMFS
Clean Water Act	401, 404, 402 Permits, Dewatering Permit
Migratory Bird Treaty Act	EA/IS
E.O 12898 Environmental Justice	EA/IS
Clean Air Act	EA/IS
National Historic Preservation Act Section 106	Section 106 Consultation with SHPO
E.O 11990 Protection of Wetlands	EA/IS, 404 Permit
Indian Trust Assets	EA/IS
California Environmental Quality Act	EA/IS
California Endangered Species Act	EA/IS
California Fish and Game Code §2050-2098	EA/IS
Natural Community Conservation Planning Act	EA/IS
Porter-Cologne Water Quality Control Act	EA/IS, 401, 402 permits
Native Plant Protection Act; California Fish and Game Code §1900 et seq	EA/IS
California Fish and Game Code §3503	EA/IS
California Fish and Game Code §1930-1933	EA/IS
California Fish and Game Code §3511 and 5050	EA/IS
EA/IS = Environmental Assessment/Initial Study E.O = Executive Order USFWS = U.S. Fish and Wildlife Service	
SHPO = State Historic Preservation Officer NMFS = National Marine Fisheries Service	

## 1.5 Scope

This EA/IS has been prepared to analyze the potential direct, indirect, and cumulative impacts resulting from the issuance of a Land Use Authorization license to the City to develop the Proposed Project; and an

associated operation and maintenance agreement between Reclamation, the City, and State Parks (Proposed Action). State Parks will continue to have management authority over recreation and public use in the project area according to State Park rules and regulations. This EA/IS has also been prepared to analyze the effects of the No Action Alternative. Similarly, the City's approval includes the construction of the Proposed Project as described within **Section 2.0**, and is the focus of the CEQA environmental analysis within this EA/IS. This EA/IS has been prepared for the City in accordance with CEQA, as amended, codified in California Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines in the Code of Regulations, Title 14, Division 6, Chapter 3.

The Proposed Action and subsequent Proposed Project are consistent with the land use designation of Low Intensity Recreation/Conservation as described in the 2009 Folsom Lake State Recreation Area Resource Management Plan/General Plan (refer to **Section 3.4.1**). The Proposed Action/Proposed Project analyzed in this EA/IS is a distinct undertaking with individual utility. Reclamation and the City can approve their respective actions without committing to approval of other approvals/developments proposed by Reclamation or the City.

## **1.6 Project Location**

The proposed waterfront trail is located in historic downtown Folsom, adjacent to Lake Natoma and the American River (**Figures 1 and 2**). The project area is located within FLSRA and the federal lands for which State Parks has been granted management responsibilities for recreation and public use through the 25-year Managing Partner Agreement with Reclamation. The proposed ADA compliant pedestrian trail would generally follow existing formal and informal trails adjacent to the Folsom Historic District, the Lake Natoma Crossing Bridge, and the American River Parkway within Reclamation property. The study area is situated in Township 10 North, Range 7 East, Section 26 of the *Folsom, CA* U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (quad). An aerial photograph of the study area and the proposed alignment is shown in **Figure 3**. The survey area for the Proposed Project generally consisted of land located within 20 feet on either side of the proposed route.

The topography of the surrounding area consists of steep slopes that lead to the American River/Lake Natoma. Surrounding land uses include commercial areas, recreational, parking, and open space.

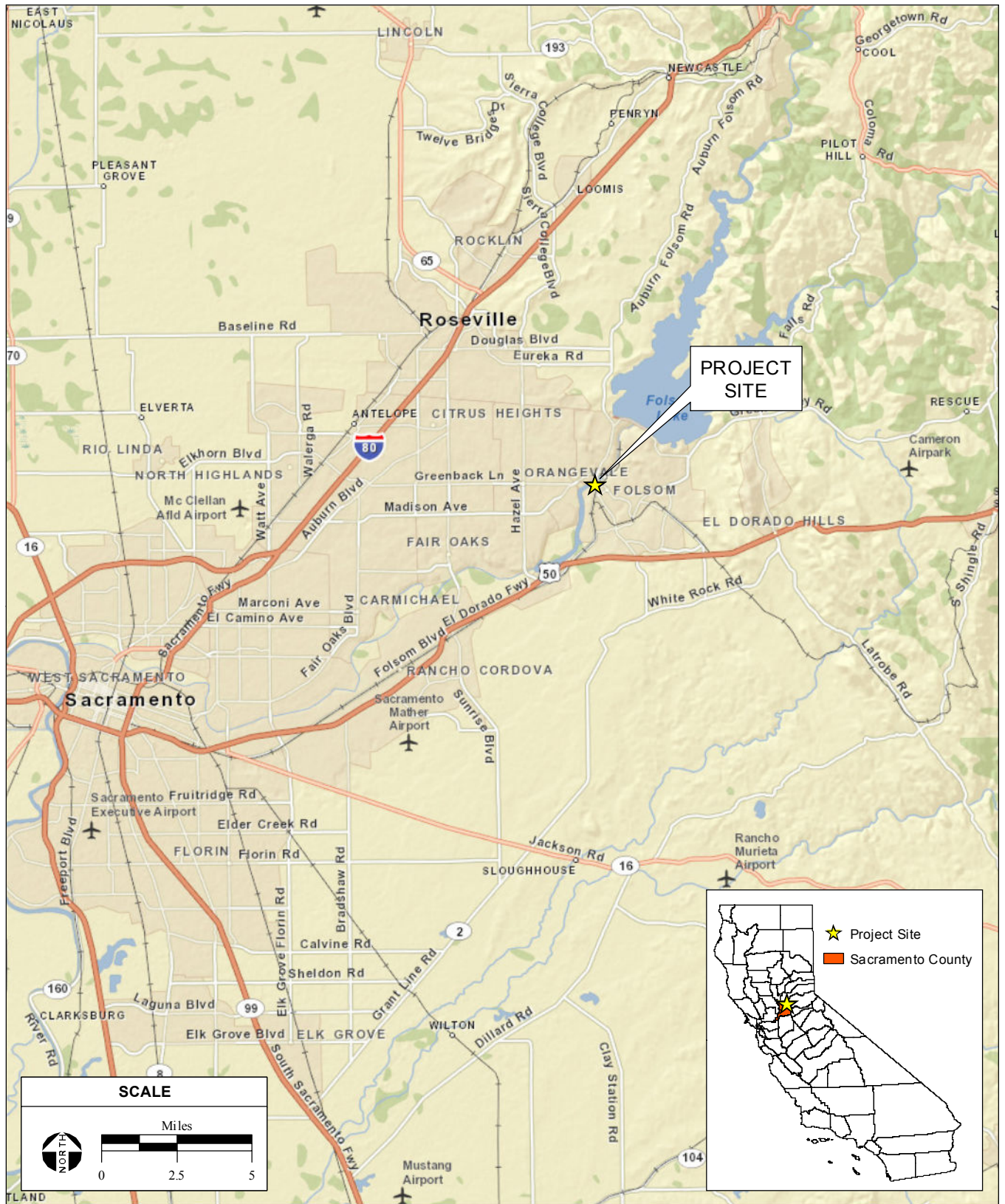
## **1.7 Decisions to be Made**

As part of implementation of the Proposed Action/Proposed Project, the following permits and approvals may be necessary:

### **Bureau of Reclamation**

- Adoption of a FONSI for the Proposed Action.
- Issuance of Land Use Authorization license to the City for the construction of the proposed facilities within land owned by Reclamation. Associated with this license will be an Operation and Maintenance Agreement between Reclamation, State Parks, and the City.



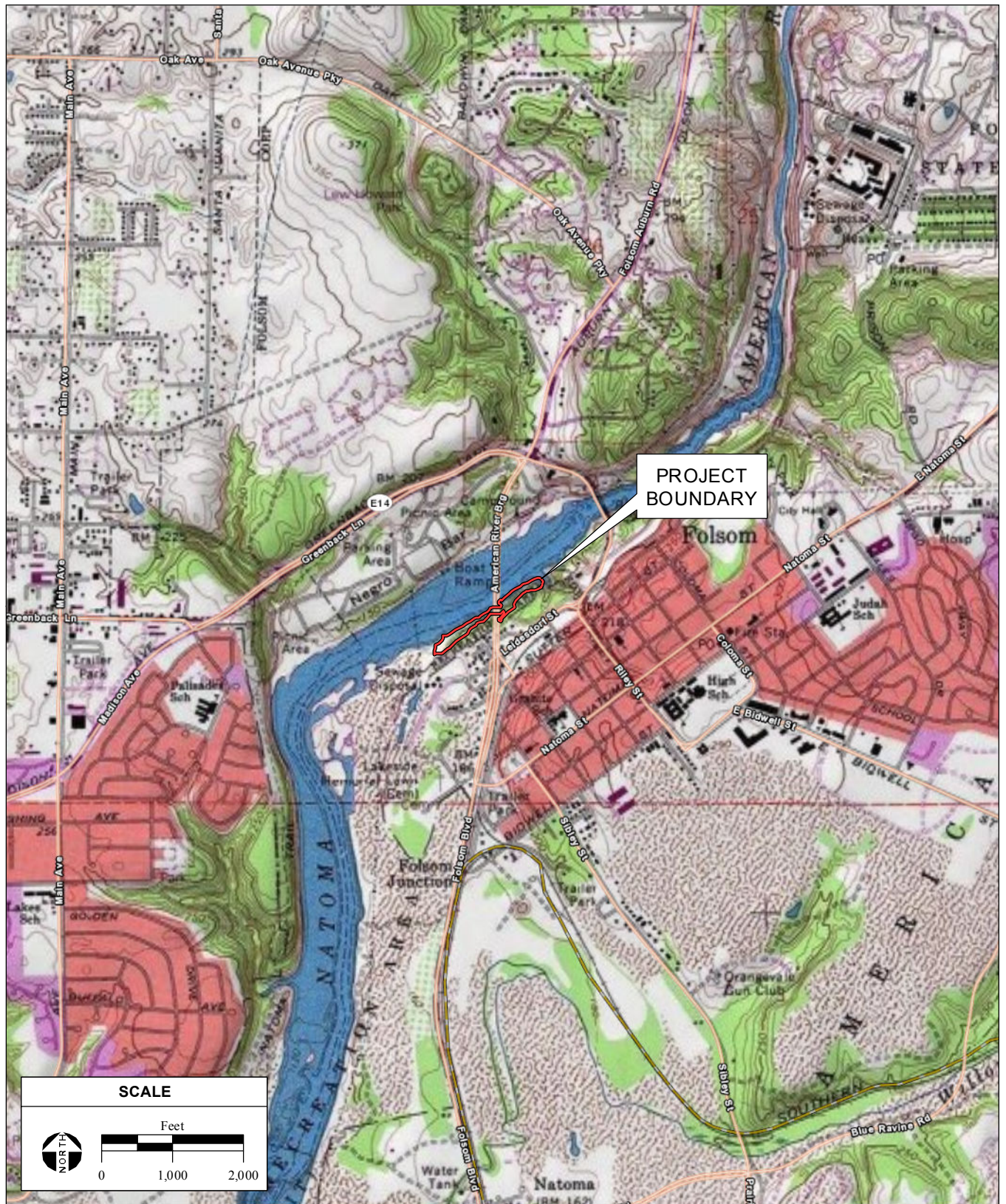


SOURCE: ESRI Server Data, 2012; AES, 2012

Folsom Waterfront Trail / 211551 ■

**Figure 1**  
Regional Location



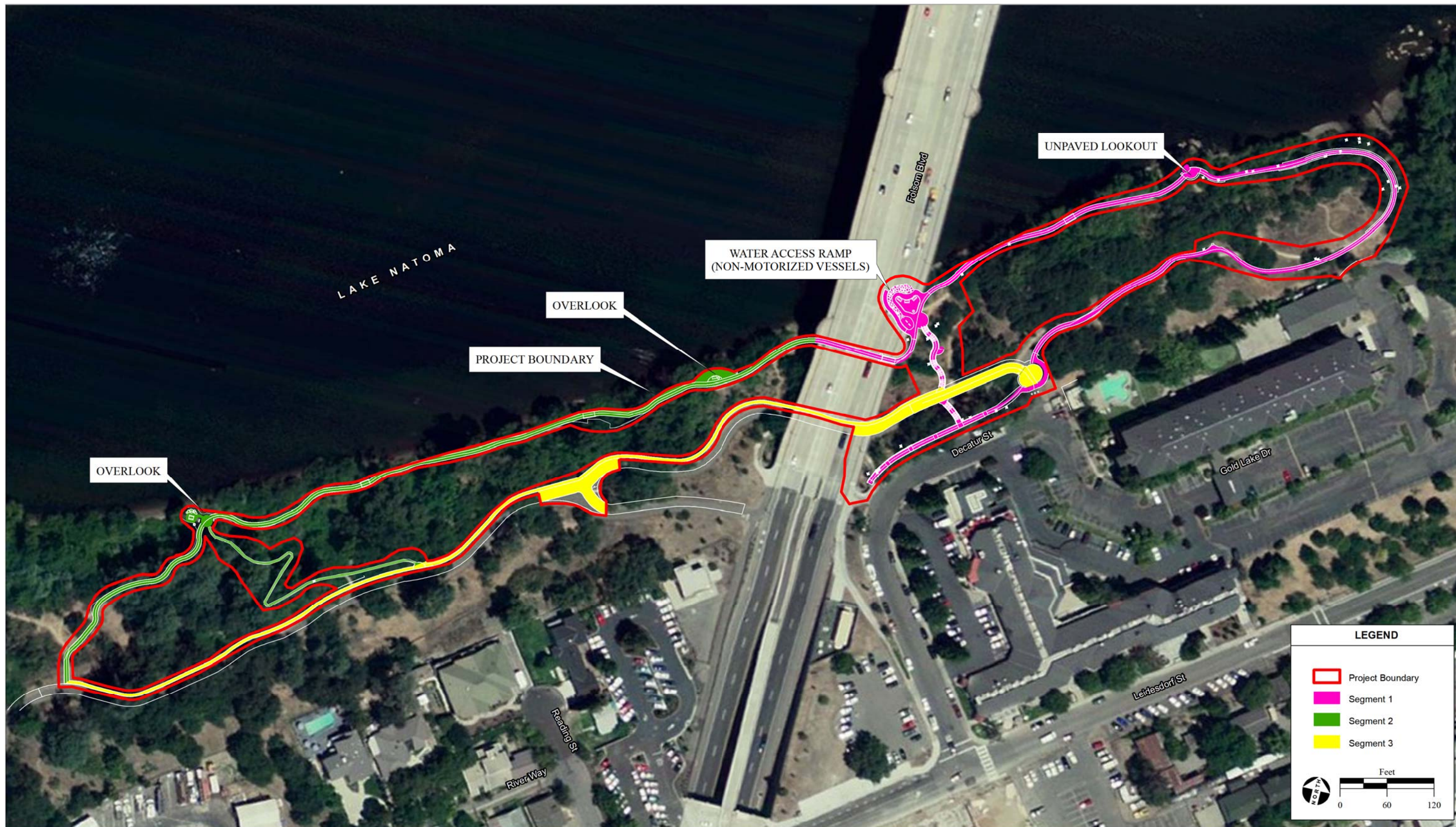


SOURCE: "Folsom, CA" USGS 7.5 Minute Topographic Quadrangle, T10N, R7E, Unsectioned Area of Folsom, Mt. Diablo Baseline & Meridian; ESRI Server Data, 2012; AES, 2012

Folsom Waterfront Trail / 211551 ■

**Figure 2**  
Site and Vicinity







- Section 404 Permit from U.S. Army Corps of Engineers (Corps) for potential impacts to wetlands and waters of the U.S. resulting from the installation of the ADA water access and associated work below the ordinary high water mark.

### **State Parks**

- Approval of the trail alignment and design and the operation and maintenance agreement for the trail as part of State Parks role as managing partner for these lands.

### **City of Folsom**

- Adoption of an Initial Study/Mitigated Negative Declaration (IS/MND).
- Adoption of a Mitigation Monitoring and Reporting Plan.
- California Department of Fish and Game (CDFG) Streambed Alteration Agreement for installation of the ADA water access pathway and associated work below the ordinary high water mark.

### **Other Approvals**

- Regional Water Quality Control Board (RWQCB) Section 401 Certification and approval for coverage under the NPDES Construction General Permit.
- Consultation with the U.S. Fish and Wildlife Service (Service) pursuant to Section 7 of the Federal Endangered Species Act (FESA) regarding potential impacts to federally-listed special status species resulting from the Proposed Action.
- Consultation with the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act regarding potential impacts to cultural resources resulting from the Proposed Action.
- Consultation with the CDFG for impacts to state-listed special-status species.

## **1.8 Document Organization**

This document is organized into the following sections:

### **Section 1– Introduction**

Describes the purpose, scope, contents, and organization of the document.

### **Section 2 – Alternatives Including the Proposed Action/Project**

This section provides a detailed description of Reclamations Proposed Action and the City’s Proposed Project.

### **Section 3 – Affected Environment and Environmental Consequences**

This section provides a description of the existing setting, including regulatory setting, of the following resources and the environmental consequences of the Proposed Action/Project in accordance with the requirements of NEPA as dictated by the guidance established by CEQ:

- Aesthetics
- Water Resources
- Land Use
- Land Resources (Geology, Soils, and Seismicity)
- Hazards and Hazardous Materials
- Traffic and Transportation
- Biological Resources
- Public Services
- Cultural Resources
- Indian Trust Assets
- Environmental Justice
- Socioeconomic Resources
- Air Quality
- Climate Change
- Noise

#### Section 4 – Consultation and Coordination

This section provides a summary of the consultation and coordination conducted with other agencies and authorities during the environmental review process.

#### Section 5 – CEQA Environmental Checklist

This section provides an analysis of the environmental impacts based on the existing settings established in Chapter 3 in accordance with the CEQA Environmental Checklist presented in Appendix G of the CEQA Guidelines for the following resources:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resource
- Noise
- Population
- Public Services
- Recreation
- Transportation/Traffic
- Utility and Service Systems
- Mandatory Findings of Significant

#### Section 6 – List of Preparers and Reviewers

This section provides a list of the preparers of this EA/IS and the reviewing authorities.

#### Section 7 – References



## Section 2      Alternatives

This EA/IS considers two alternatives: the No Action Alternative and the Proposed Project. The No Action Alternative reflects future conditions without the proposed waterfront trail project and serves as a basis of comparison for determining potential effects. The Proposed Project is described in detail in **Section 2.2**.

### 2.1    No Action Alternative

Under the no action alternative, the Bureau of Reclamation (Reclamation) would not grant a Land Use Authorization to the City of Folsom (City) to construct an American with Disabilities Act (ADA) accessible waterfront pedestrian trail. Accordingly, the existing unpaved trail system would remain in place, which currently does not meet ADA standards for accessibility and no ADA waterfront access would be provided to pedestrians from historic downtown Folsom. In addition, existing unsupported banks exposed during trail development and unpaved trails would continue to erode due to continued public use, releasing sediment into Lake Natoma, until needed maintenance and repair are performed. State Parks would continue to manage the existing trails in accordance with the MPA.

### 2.2    Proposed Action/Proposed Project

The Proposed Action/Project requires Reclamation's issuance of a Land Use Authorization for the City to develop a dedicated ADA accessible pedestrian waterfront trail within historic downtown Folsom using existing paved and unpaved trail alignments. The Proposed Project would also enhance existing pedestrian pathways by improving trail access to Lake Natoma, paving existing unpaved trails providing pathway stabilization, creating new scenic rest areas and overlooks for visitors, and providing direct landing access for kayaks and other small, non-motorized vessels. Furthermore, the Proposed Project would remove various invasive species and re-establish native plant and tree communities. Construction of the Proposed Project would include stabilization of existing unsupported banks and unpaved trails, thereby decreasing erosion and associated sediment deposition into Lake Natoma.

The Proposed Action/Proposed Project is a partnership project between the Reclamation, State Parks, and the City utilizing Proposition 50 California River Parkways Program grant funding through the California Resources Agency.

#### ***Project Components***

The Proposed Project includes the enhancements to existing trails and resources along the shoreline of Lake Natoma, riparian enhancements, two interpretive kiosks, six interpretive signs, two scenic overlooks, and an ADA compliant walkway that extends from the existing Lake Natoma Crossing Bridge to a scenic overlook below the bridge. The primary goal is to extend access to the Lake Natoma waterfront to those requiring ADA compliant facilities. The second major goal is to provide interpretive signs and kiosks to inform and educate the public about the American River/Lake Natoma and the abundant wildlife that utilizes the river habitat. The final goal is to restore a portion of the shoreline of Lake Natoma. The restoration work will be centered on removing non-native plant species, re-establishing native riparian plant communities, and addressing erosion prone areas to reduce sedimentation into the lake. Additional activities include grading of existing slopes, soil compaction and

application of various pathway materials, hill stabilization and associated erosion control, and bridge replacement. The preferred trail is described by three distinct sections (refer to **Figure 3**) based on the proposed pathway base material as shown on **Figures 4a** through **4d** and described below:

*Section 1 (Figures 4a – 4c):*

The initial section of the pedestrian trail would consist of colored and textured (e.g. leaf imprints) concrete and would commence at the existing pedestrian access landing of the Lake Natoma Crossing Bridge from Gold Lake Drive (**Photo 1**). This stretch of Section 1 would consist of a six-foot wide pathway with a slope ranging from 5 to 8 percent in accordance with ADA requirements that would extend north adjacent to Gold Lake Drive to the existing bike trail/pedestrian trail intersection (**Photo 2**). This intersection would be reconfigured to separate bike and pedestrian access, directing bicyclists to the west towards the Lake Natoma Crossing Bridge and the existing bike trail, while allowing pedestrian ADA compliant access to continue north. The pedestrian trail would follow the existing alignment from the intersection (which consists of several feet of asphalt before becoming unpaved (**Photo 3**) for approximately 325 feet at which point the pedestrian trail would turn east towards the Lake Natoma Inn to allow appropriate grading and slope development in accordance with ADA requirements (**Photo 4**). This stretch of Section 1 would be repaved/paved at a width ranging from four to six feet (depending upon available shoulder space) at a slope of five percent or less.



**Photo 1:**  
Existing Pedestrian access to Folsom  
Boulevard  
(Facing north towards proposed trail).



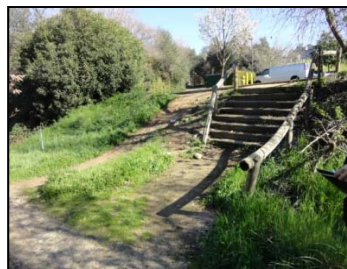
**Photo 2:**  
Existing bike trail entrance from Gold  
Lake Drive  
(Facing south).



**Photo 3:**  
Existing trail north of the existing trail  
intersection (Photo 2)  
(Facing south).



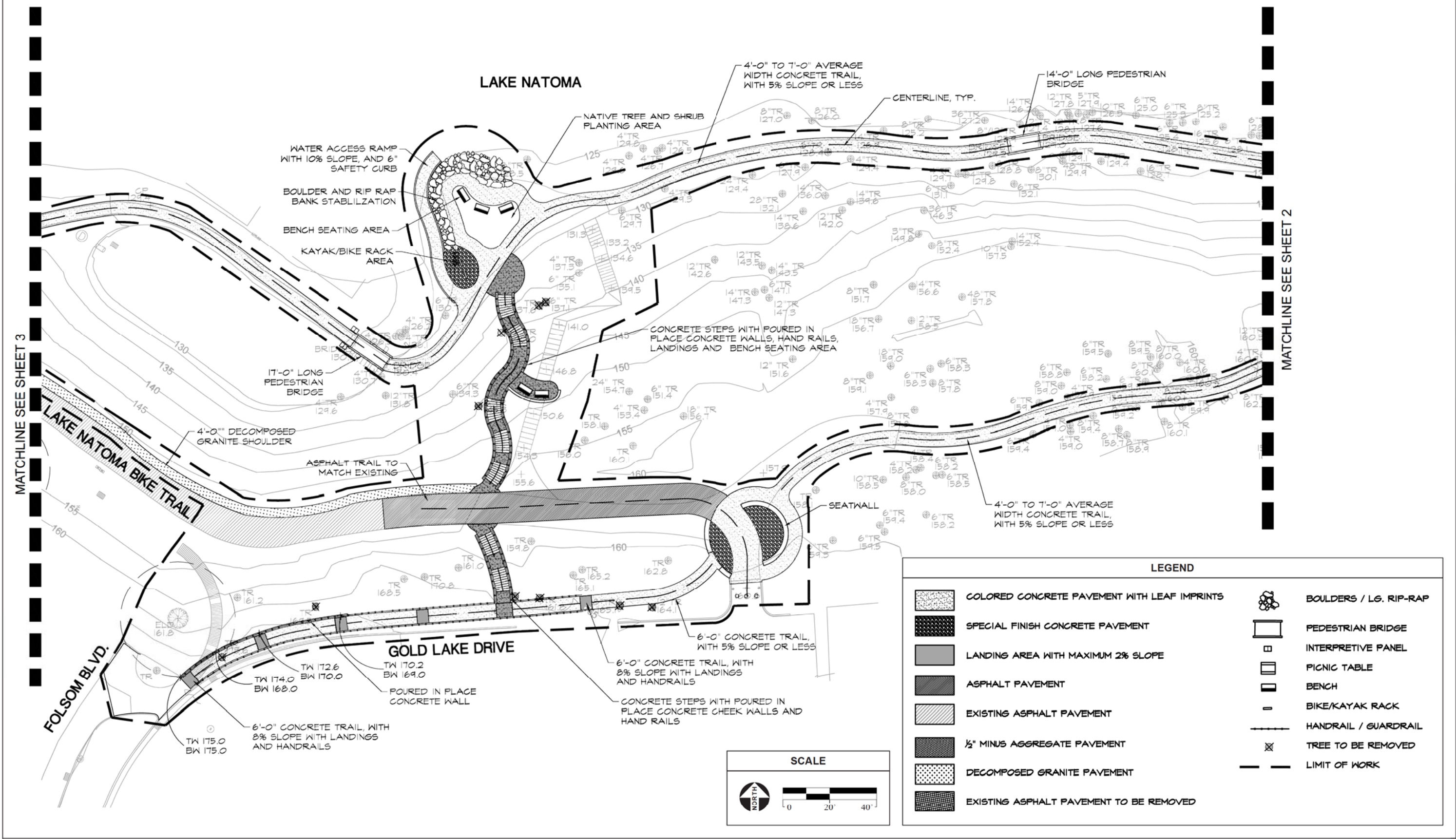
**Photo 4:**  
New trail route  
(Facing east from existing trail).



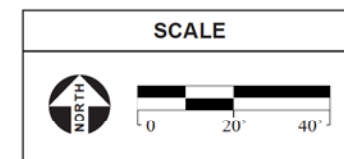
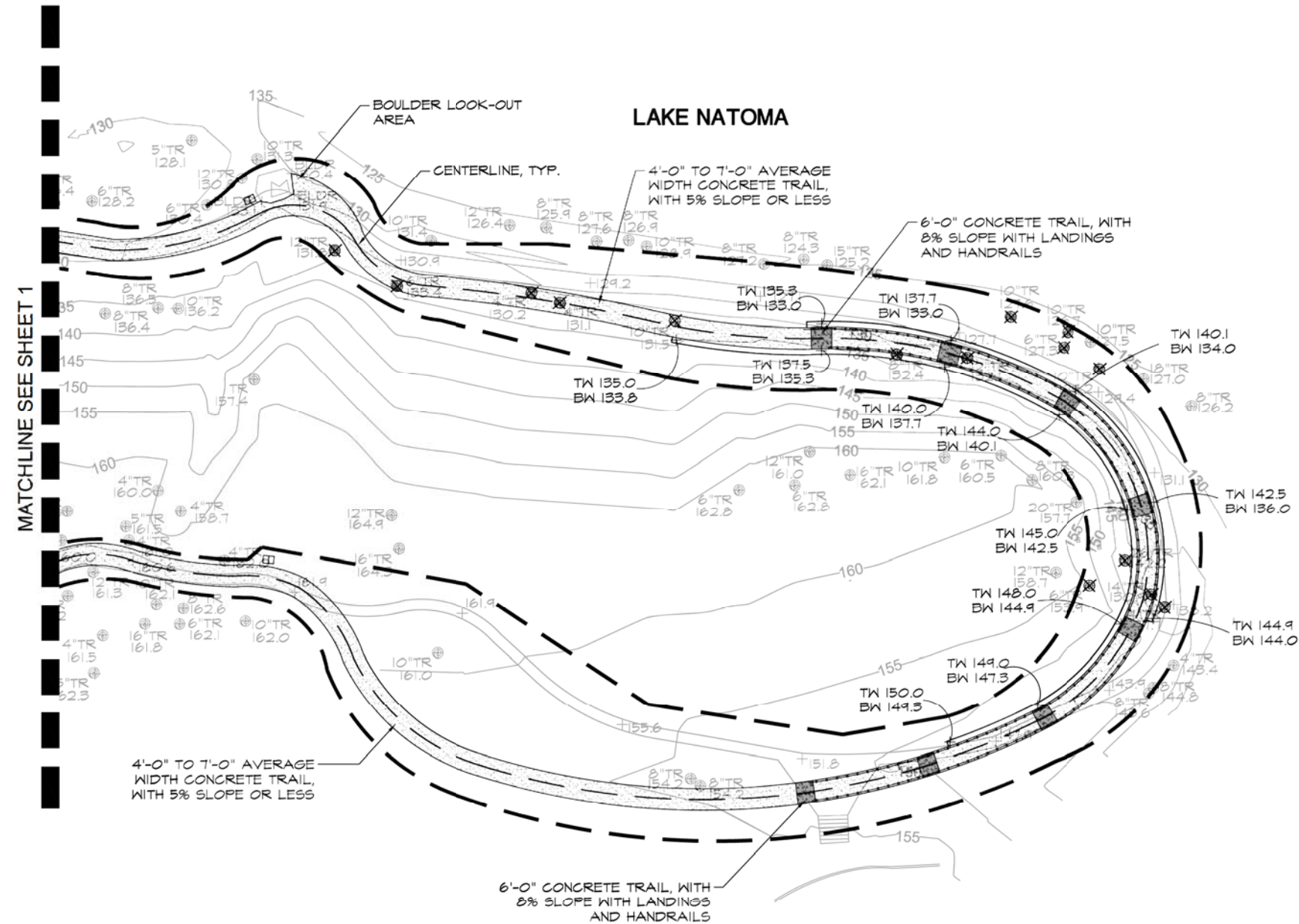
**Photo 5:**  
Access stairwell from the Lake Natoma  
Inn parking lot  
(Facing northeast).



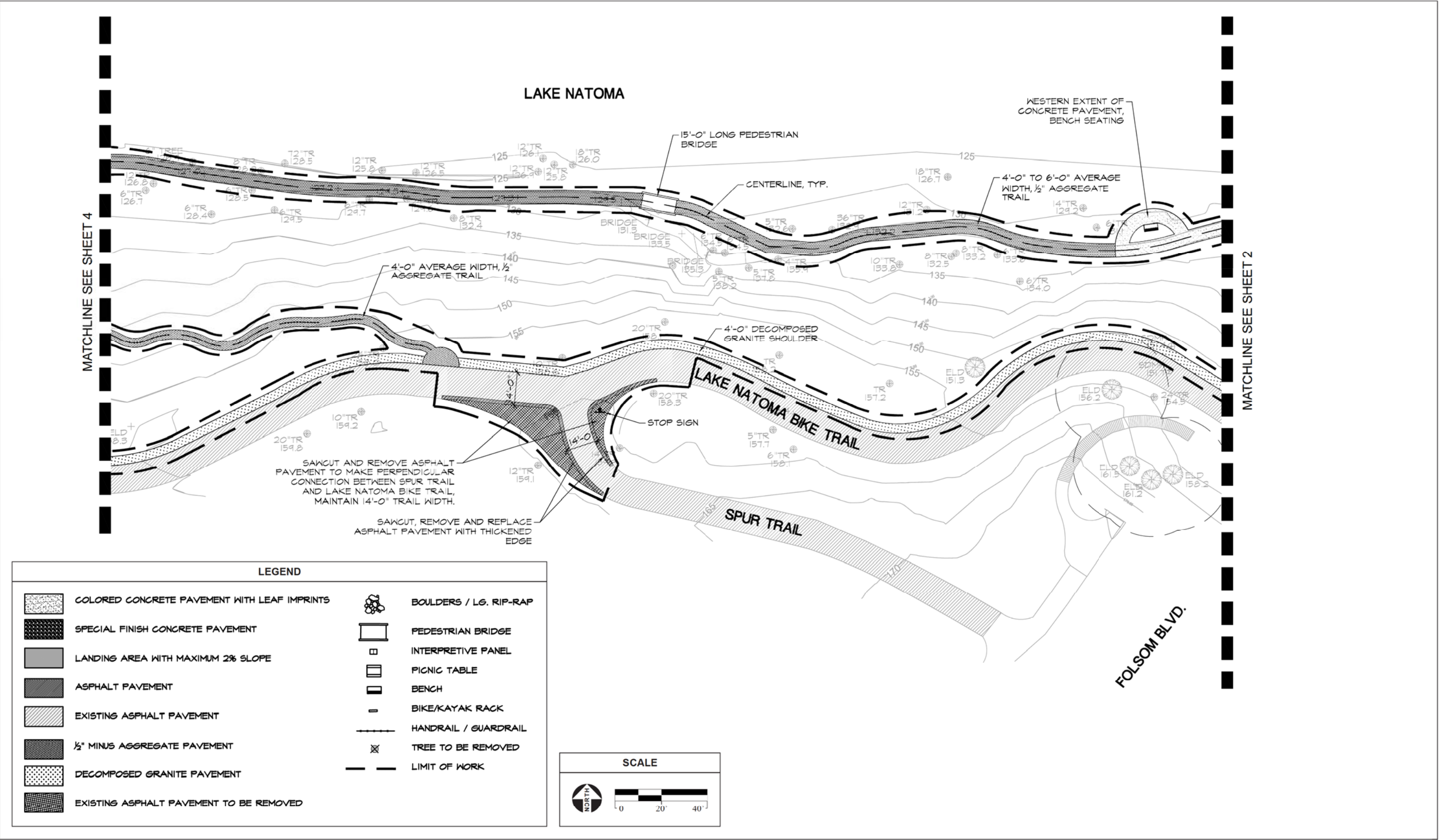
**Photo 6:**  
Uphill run of the northeastern loop of the  
existing trail  
(Facing north).



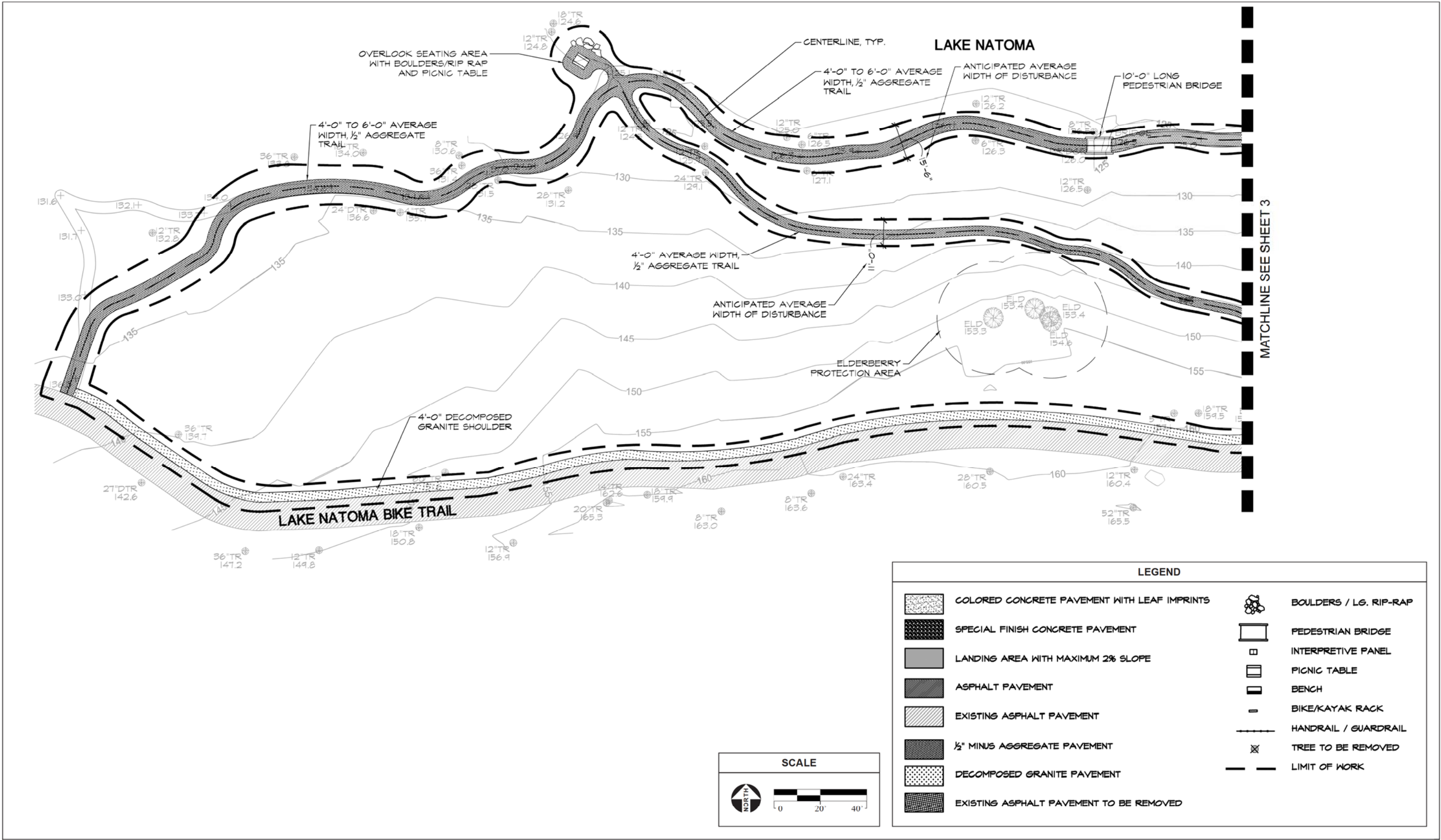




LEGEND	
	COLORLED CONCRETE PAVEMENT WITH LEAF IMPRINTS
	SPECIAL FINISH CONCRETE PAVEMENT
	LANDING AREA WITH MAXIMUM 2% SLOPE
	ASPHALT PAVEMENT
	EXISTING ASPHALT PAVEMENT
	1/2" MINUS AGGREGATE PAVEMENT
	DECOMPOSED GRANITE PAVEMENT
	EXISTING ASPHALT PAVEMENT TO BE REMOVED
	BOULDERS / LG. RIP-RAP
	PEDESTRIAN BRIDGE
	INTERPRETIVE PANEL
	PICNIC TABLE
	BENCH
	BIKE/KAYAK RACK
	HANDRAIL / GUARDRAIL
	TREE TO BE REMOVED
	LIMIT OF WORK

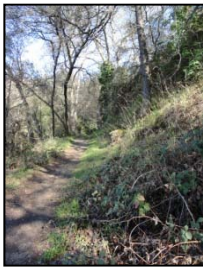








Near the base of an existing access stairwell from the Lake Natoma Inn (**Photo 5**), the northeastern loop of the pedestrian trail would follow the existing alignment, descending towards the Lake Natoma shoreline at ADA compatible slopes (**Photo 6**). The existing stairwell would be removed and access blocked through establishment of native vegetation. This stretch of Section 1 would be six feet wide and developed at an eight percent slope with landings spaced approximately every 40 feet. Handrails would be installed to assist pedestrians and retaining walls would be developed upslope to stabilize hillsides. At the base of the loop, the pedestrian trail would turn to head west along the waterfront towards the Lake Natoma Crossing Bridge. The trail would follow the existing trail and would be four to six feet wide depending upon available shoulders at a slope of five percent or less (**Photo 7**). This stretch of Section 1 would continue west along the existing alignment until turning slightly north providing access an existing unpaved look-out area (**Photo 8**). An interpretive panel would be placed slightly west of this view point. West of the look-out, Section 1 continues slightly southwest for approximately 15 feet until heading due west towards the Lake Natoma Crossing Bridge (**Photo 9**). This stretch would be paved at a width ranging from 4 to 6 feet (depending on available shoulder space) at a slope of 5 percent or less until it reaches an existing wooden pedestrian bridge that does not currently meet ADA design standards (Bridge 1) (**Photo 10**). This bridge would be removed and reconstructed into a 14-foot long pedestrian bridge that fits with the character of the new pathway and ensures ADA accessibility.



**Photo 7:**  
New trail route.  
(Facing east from existing trail)



**Photo 8:**  
Boulder look-out area.  
(Facing northwest from existing trail)



**Photo 9:**  
New trail route.  
(Facing east from existing)

Heading west from the bridge, the existing trail would continue to be paved with colored and textured concrete pavement at a width ranging from 4 to 6 feet (depending upon available shoulder space) at a slope of five percent or less. Approximately 105 feet west of Bridge 1, the pathway turns to the southwest and intersects the terminus of an existing unpaved pedestrian access stairwell that originates upslope at the East Lake Natoma Bike Trail (**Photo 11**). The staircase would be removed and the area would be re-graded to match adjacent elevations, invasive species would be removed, and the hillside would be re-vegetated with native species. A replacement staircase would be constructed approximately 40 feet southwest of the current location, connecting to the asphalt and decomposed granite shoulder pavement pathways (described in Section 3 below) located upslope of this portion of Section 1 of the proposed trail. This staircase would be approximately 110 feet in length, and would be composed of concrete steps with pour in place concrete walls with handrails. The staircase would include a small landing and bench seating area.



**Photo 10:**  
Existing Bridge 1  
(Facing east from existing trail).



**Photo 11:**  
Existing pedestrian staircase from East  
Lake Natoma Bike Trail  
(Facing northwest from existing trail).



**Photo 12:**  
View of proposed water landing for  
canoes and kayaks on Lake Natoma.  
(Facing north from existing trail).

Approximately 10 feet west of the existing staircase, Section 1 descends towards the Lake Natoma Crossing Bridge. Here, the pathway would loop north to provide visitors water access. An ADA accessible path to the water that would double as a water landing for canoes and kayaks on Lake Natoma would be constructed at a 10 percent slope with a 6-foot safety curb (**Photo 12**). Boulders and rip rap would be utilized for bank stabilization. Bench seating and a kayak rack area may be provided. The pathway would encircle a native tree and shrub planting area. From this point, the pathway would continue southwest for approximately 35 feet until it terminates at an existing wooden pedestrian bridge that does not currently meet ADA design standards (Bridge 2) (**Photo 13**). This bridge would be removed and reconstructed into a 17-foot pedestrian bridge that fits with the character of the new pathway and ensures ADA accessibility. Two interpretative panels would be placed to the west of Bridge 2. No development would occur within the existing storm water detention pond located directly northwest of Bridge 2, under the Lake Natoma Crossing Bridge (**Photo 14**). West of Bridge 2, the existing trail would continue to be paved for approximately 200 feet until the pathway splits; one segment will form an overlook loop with bench seating, the other segment would continue behind the bench seating.



**Photo 13:**  
Existing Bridge 2 east of Natoma Crossing  
Bridge  
(Facing east from existing trail).



**Photo 14:**  
Overspill ditch under Natoma Crossing  
Bridge  
(Facing southwest from existing trail).



**Photo 15:**  
Existing Bridge 3  
(Facing east from existing trail).

### *Section 2 (Figures 4c – 4d):*

The second section of the Proposed Project would extend west from the overlook loop with bench seating along the waterfront side of the project site (**Figure 3**). This section would be comprised of ½ inch minus aggregate (compacted crushed rock). Aggregate would be applied along this stretch of Section 2 at a width of four to five feet (depending upon available shoulder space), and would continue for approximately 195 feet until it reaches an existing wooden pedestrian bridge that does not currently meet ADA design standards (Bridge 3) (**Photo 15**). This bridge would be removed and reconstructed into a 15 foot-long pedestrian bridge that fits with the character of the new pathway and ensures ADA accessibility.

West of Bridge 3, the existing pedestrian trail would continue for approximately 288 feet until it reaches another bridge, Bridge 4 that does not currently meet ADA design standards (**Photos 16 and 17**). This bridge would be removed and reconstructed into a 10-foot long pedestrian bridge that fits with the character of the new pathway and ensures ADA accessibility.



**Photo 16:**  
New trail route  
(Facing east from existing trail).



**Photo 17:**  
Existing Bridge 4  
(Facing west from existing trail).



**Photo 18:**  
Potential overlook location  
(Facing east from existing trail).

West of Bridge 4, the aggregate pedestrian trail would continue for approximately 220 feet until it bends to the northwest towards the water. At this point, the trail splits into three directions: an aggregate pedestrian trail heading northwest until terminating into an overlook area (**Photo 18**); a native soil trail heading southeast across undisturbed terrain; and the aggregate pedestrian trail heading directly west than southwest on the existing trail. The new aggregate overlook would include a seating area with a picnic table. A retaining wall would be constructed with boulders and rip rap. A native soil trail approximately 450 feet long would be constructed to climb up slope from the main trail in southeastern direction providing a by-pass to the existing East Lake Natoma Bike Trail for bicycles heading east towards the ADA trail, which includes Section 3 of the Proposed Project (see below for the description of Section 3). This segment of would require grading to provide appropriate sloping new path and would include a disturbance width of approximately 11 feet. West of the overlook, the pedestrian trail would continue to be developed following the existing trail at a width of four to five- feet, depending on available shoulder space. Approximately 2,087 feet from the overlook the trail would curve off the existing trail to the southwest and through a sparsely wooded grassland area until it terminates at the existing East Lake Natoma Bike Trail (a segment of Section 3) (**Photos 19 and 20**).



**Photo 19:**  
New trail route through sparsely wooded grassland  
(Facing north from existing trail).



**Photo 20:**  
New trail route through sparsely wooded grassland. Note its terminus at the American River Trail  
(Facing south from existing trail).



**Photo 21:**  
New shoulder route  
(Facing west from existing American River Trail).



*Section 3 (Figures 4c – 4d, 4a):*

The third section would consist of a 4-foot decomposed granite shoulder that would run parallel on the north side of the existing East Lake Natoma Bike Trail heading east towards Lake Natoma Crossing Bridge (**Photo 21**). From the terminus of Section 2, the shoulders would continue for approximately 650 feet until being bisected by the terminus of the aggregate pedestrian trail by-pass (described in Section 2). At this terminus, aggregate would be utilized for approximately 12-feet to provide an intersection of the by-pass with the East Lake Natoma Bike Trail.

Northeast of this intersection, the East Lake Natoma Bike Trail would be altered at its intersection with the spur trail that provides access from the western side of Folsom Boulevard (at the commencement of the Lake Natoma Crossing Bridge). Asphalt pavement on the east and west side of the spur trail would be removed to make a perpendicular connection between the spur trail and the East Lake Natoma Bike Trail to ensure a 14-foot trail width. A stop sign would be added to the intersection.

At this point, the 4-foot decomposed granite shoulder running parallel on the north side of the East Lake Natoma Bike Trail would continue east towards the Lake Natoma Crossing Bridge for approximately 560 feet until it terminates at the staircase described in Section 1. Approximately 520 feet from the spur trail and East Lake Natoma Bike Trail intersection, a portion of the East Lake Natoma Bike Trail would be repaved to intersect with Section 1. This stretch of Section 3 would be comprised of asphalt trail to match the existing asphalt used for the East Lake Natoma Bike Trail.

***Construction Activities***

Project components would be designed and constructed in accordance with applicable City provisions and ADA Standards for Accessible Design. Components of the Proposed Project would require general construction activities including grading, excavating, trenching, handrail installation, retaining wall construction, placement of backfill, and asphalt patching. Fill would be imported from City corporation yards to decrease the existing slopes of the trail. Prior to use on the project site, the material would be tested for contaminants. Energy efficient construction equipment would be utilized to the extent feasible. The following equipment may be utilized during construction of the project:

- Pavement saw
- Front-end loaders
- Jack-hammers
- Water truck
- Flat-back delivery truck
- Concrete trucks
- Sweepers
- Road grader
- Paving equipment: back hoe, asphalt hauling trucks, compactors, paving machine, rollers
- Concrete pumper trucks

***Construction Stages***

A traffic control plan will be developed prior to the initiation of construction, which will include provisions to ensure that adequate vehicular and bicycle/pedestrian travel lanes will remain open at all

locations at all times during construction. Construction is not planned to be phased but instead will most likely go out to bid for the entire project.

***Operation and Maintenance Activities***

Activities associated with maintenance of the Proposed Project may include repair, patching/filling of cracks and potholes, brushing of the trail corridor, graffiti removal and installation and repair of trail signage and pavement striping. Additional maintenance activities may include periodic vegetation control for fire control purposes. State Parks would continue to manage the area as part of FLSRA and the FLSRA trail system according to State Park rules and regulations including the FLSRA General Plan. An operation and maintenance agreement will be developed between Reclamation, the City, and State Parks.