



STOCKTON **DIAMOND**

*Unlocking Northern
California's Freight and
Passenger Rail Potential*

DRAFT ENVIRONMENTAL ASSESSMENT – APPENDICES

March 2022



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



CALIFORNIA
High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.



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Appendices

Appendix A: Alternatives Eliminated from Further Consideration
Appendix B: Applicable Federal, State, and Local Plans, Policies, and Regulations
Appendix C: Demographic and Growth Data
Appendix D: Draft Section 4(f) and Section 6(f) Evaluation
Appendix E: Utilities Exhibits
Appendix F: Traffic Report
Appendix G: Stockton Background Documents Affecting Visual Quality
Appendix H: Section 106 Consultation Efforts
Appendix I: Paleontological Technical Study
Appendix J: Environmental Data Resources Report
Appendix K: Air Quality Standards and Modeling Results
Appendix L: Residential Noise Impact Assessment for Construction Activities
Appendix M: Supporting Biological Resources Information
Appendix N: National Marine Fisheries Service Concurrence Letter
Appendix O: Distribution List
Appendix P: Environmental Commitments Record



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Appendix A: Alternatives Eliminated from Further Consideration









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CONCEPT 1A: LAYOUT PLAN FOR PROPOSED PROJECT

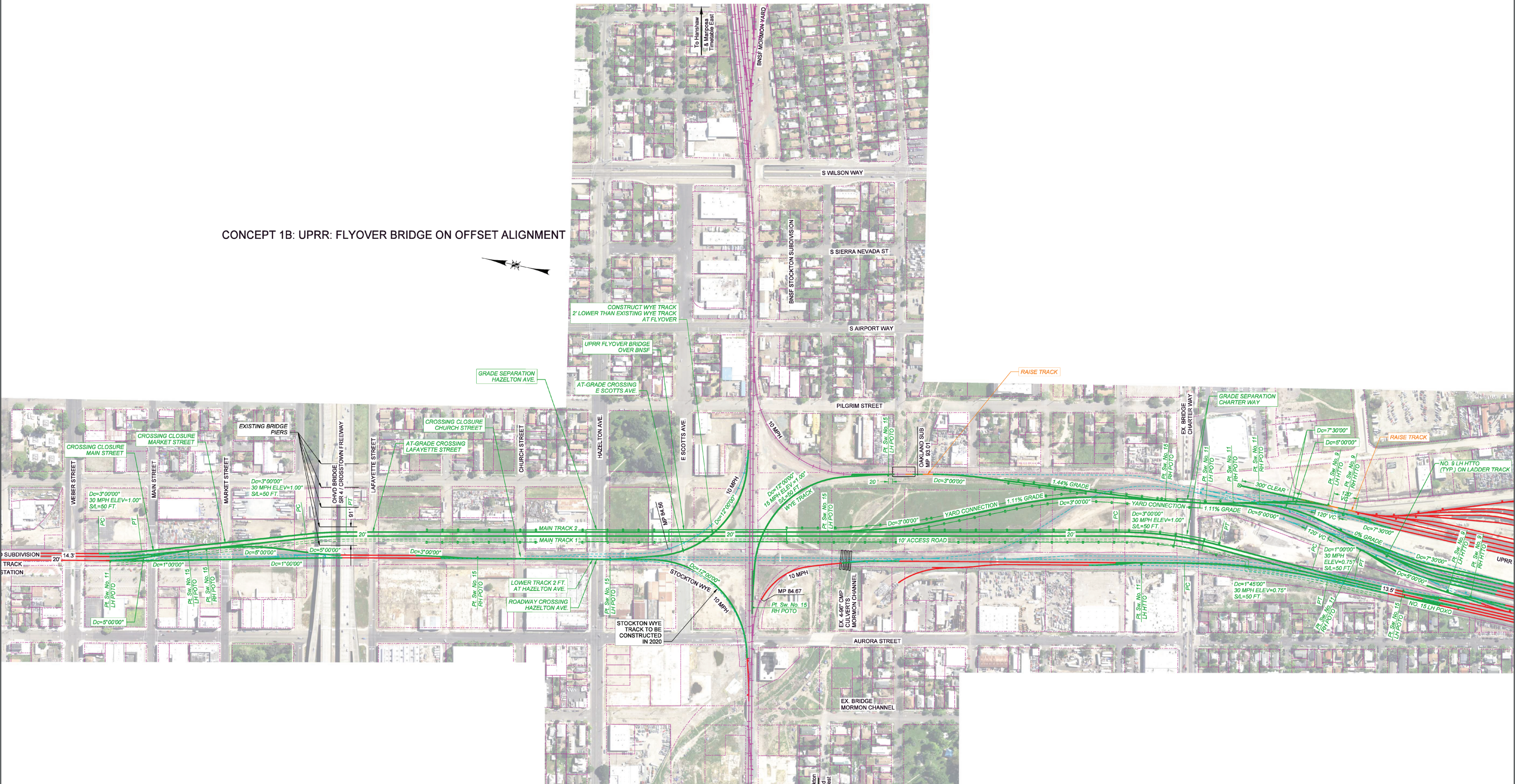


-  Proposed Flyover Location
-  Proposed Track
-  Proposed Elevated Structure on Retaining Wall

-  Existing at-Grade Stockton Diamond
-  Existing Tracks (to remain)
-  Track Removal (existing)

 Phase 1 - Shift Wye Track

CONCEPT 1B: UPRR: FLYOVER BRIDGE ON OFFSET ALIGNMENT



CONCEPT 1B: UPRR FLYOVER BRIDGE ON OFFSET ALIGNMENT



BNSF MORMON YARD TRACK LENGTH SUMMARY					
TRACK	EX. CLEAR	WEST	EAST	ALL CLEAR	PROP. CLEAR
YARD 1 EAST LEAD	4,462	-1,402	+1,100	-302	4,162
YARD 2	4,462	-1,402	+800	-602	3,862
YARD 3	4,462	-1,402	+740	-720	3,742
YARD 4	4,584	-1,460	+610	-600	3,734
YARD 5	4,572	-1,272	+540	-730	3,842
YARD 6	4,418	-1,222	+500	-830	3,862
YARD 7	4,074	-1,310	+200	-1,080	3,018
YARD 8	2,600	-400	0	-800	1,760
TOTAL YARD 11'	33,731	-10,534	+4,000	-5,920	27,822
EAST SWITCHING LEAD	2,754	0	-1,244	-1,244	1,410
WEST SWITCHING LEAD	N/A on MLR2	+3,000	0	+3,000	3,000

CONCEPT 2A: Eliminated from Further Consideration



- Existing UP Tracks
- Existing BNSF Tracks
- Proposed Track Removal
- Proposed Tracks
- Proposed Retaining Wall



CONCEPT 2B: Eliminated from Further Consideration



- Existing UP Tracks
- Existing BNSF Tracks
- Proposed Tracks
- Proposed Retaining Wall
- Proposed Track Removal



CONCEPT 2C: Eliminated from Further Consideration

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