



CITY OF SACRAMENTO

CITY MANAGER'S OFFICE
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DEPARTMENT OF ENGINEERING
915 I STREET SACRAMENTO, CALIFORNIA 95814
CITY HALL ROOM 207 TELEPHONE (916) 449-5281

December 7, 1981

R. H. PARKER
CITY ENGINEER
J. F. VAROZZA
ASSISTANT CITY ENGINEER

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Resolution Approving Negative Declaration for Arcade Boulevard/
Marconi Avenue and Southern Pacific Railroad Grade Separation

SUMMARY:

The Environmental Coordinator has reviewed the subject project and finds that it will not have a significant adverse effect on the physical environment and therefore recommends that the project and a Negative Declaration be approved by the City Council.

BACKGROUND:

In accordance with State EIR Guidelines for Implementation of the California Environmental Quality Act of 1970, dated December 1976, an Initial Study was performed. As a result of this study, it was determined that the Arcade Boulevard/Marconi Avenue and Southern Pacific Railroad Grade Separation would not have a significant adverse effect on the physical environment and a draft Negative Declaration was prepared. On November 20, 1981 the Negative Declaration was filed with the County Clerk. On November 26, 1981 Notice of Opportunity for Public Review of the draft Negative Declaration was published in The Sacramento Union. The appropriate length of time has elapsed for receipt of comments regarding the Negative Declaration, with no comments having been received.

RECOMMENDATION:

The Environmental Coordinator recommends that the attached resolution be passed which will:

1. Determine that the proposed project will not have a significant effect on the environment.
2. Approve the Negative Declaration.

APPROVED
BY THE CITY COUNCIL

DEC 15 1981

OFFICE OF THE
CITY CLERK


3. Approve the project.
4. Authorize the Environmental Coordinator to file a Notice of Determination with the County Clerk.

Respectfully submitted,



R. H. PARKER
City Engineer

Recommendation Approved:



Walter J. Slipe, City Manager

14-E-040-15-0

December 15, 1981
District No. 2

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RESOLUTION NO. 81-907

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

December 15, 1981

RESOLUTION APPROVING NEGATIVE DECLARATION
FOR ARCADE BOULEVARD/MARCONI AVENUE AND
SOUTHERN PACIFIC RAILROAD GRADE SEPARATION

WHEREAS, on November 20, 1981 R. H. Parker, the Environmental Coordinator of the City of Sacramento, filed a Negative Declaration with the County Clerk of Sacramento County for the following proposed City initiated project:

ARCADE BOULEVARD/MARCONI AVENUE AND
SOUTHERN PACIFIC RAILROAD GRADE SEPARATION

WHEREAS, the prescribed time for receiving appeals has elapsed and no appeals were received,

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. That the proposed project, Arcade Boulevard/Marconi Avenue and Southern Pacific Railroad Grade Separation will not have a significant effect on the environment.
2. That the Negative Declaration for the above-described project is hereby approved.
3. That the above-described project is hereby approved for constructing a railroad grade separation roadway overpass, construct new access streets, placing new traffic signals and reconstructing existing traffic signals.
4. That the Environmental Coordinator is authorized to file with the County Clerk a Notice of Determination for said project.

ATTEST:

APPROVED
BY THE CITY COUNCIL

MAYOR

DEC 15 1981

CITY CLERK

OFFICE OF THE
CITY CLERK

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NEGATIVE DECLARATION

Pursuant to Division 6, Title 14, Chapter 3, Article 7, Section 15083 of the California Administrative Code and pursuant to the Procedures and Guidelines for preparation and processing of Environmental Impact Reports (Resolution 78-172) adopted by the City of Sacramento, pursuant to Sacramento City Code Chapter 63, the Environmental Coordinator of the City of Sacramento, California, a municipal corporation, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California this Negative Declaration regarding the project described as follows:

1. Title and Short Description of Project:

~~Arden~~ ^{Arcade} Boulevard/Marconi Avenue and Southern Pacific Railroad Grade Separation. Construct a railroad grade separation roadway overpass, construct new access streets, placing new traffic signals and reconstructing existing traffic signals.

2. Location of Project:

Marconi Avenue and Arcade Boulevard from Del Paso Boulevard to Connie Drive.

3. The Proponent of the Project: City of Sacramento

4. It is found that the project will not have a significant effect on the environment. A copy of the initial study is attached, which documents the reasons supporting the above finding and any mitigation measures included in the project to avoid any potentially significant effects identified in the initial study.

5. The Initial Study was Prepared by R. D. Skidmore, Caltrans, Distr. 3

6. A copy of the Initial Study and this Negative Declaration may be obtained at 915 - I Street, Room 207, Sacramento, California 95814.

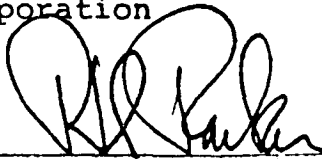
DATED: November 18, 1981

ENDORSED

NOV 20 1981

J.A. SIMPSON, CLERK
By R. WEESHOFF, Deputy

Environmental Coordinator of
the City of Sacramento,
California, a municipal
corporation

By 
R. H. PARKER, City Engineer

CITY OF SACRAMENTO

INITIAL STUDY

References are to California Administrative Code, Title 14, Division 6, Chapter 3, Article 7, Section 15080.

1. Title and Description of Project (15080(c)(1))

ARCADE BLVD/MARCONI AVE. AND SOUTHERN PACIFIC RAILROAD GRADE

SEPARATION. The proposed project will consist of; constructing a railroad grade separation roadway overpass, abandoning the existing grade crossing, constructing new access streets, doing associated necessary construction work, placing new traffic signals, and reconstructing existing traffic signals.

2. Environmental Setting (15080(c)(2))

Arcade Boulevard and Marconi Avenue are city streets which have a common connection at the Auburn Boulevard, Roseville Road, and Arcade Boulevard/Marconi Avenue intersection and serve as a primary east to west arterial in the Metropolitan Sacramento Northern Area. The adjacent land use in the project area is primarily residential at the westerly end and predominately industrial/commercial at the easterly end.

3. Environmental Effects - Attached checklist must be completed by person conducting initial study (15080(c)(3)).

4. Mitigation Measures - Attached list of mitigation measures must be completed by person conducting initial study (15080(c)(4)).

5. Compatibility with Existing Zoning and Plans (15080(c)(5))

The proposed project is compatible with existing zoning and plans for the area.

Date Oct 26, 1981

R.D. Skidmore
(Signature)

Title Chief, Environmental Branch
CALTRANS, District 03

CITY OF SACRAMENTO
INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM

C.C. No. _____

Date: _____

I. BACKGROUND

1. Name of Project ARCADE BLVD/MARCONI AVE. AND SOUTHERN PACIFIC RAILROAD GRADE SEPARATION
2. City Department Initiating Project Engineering
3. Name of Individual Preparing Checklist Caltrans District 03 Staff
4. Is Checklist Being Prepared for CEQA Yes or NEPA No ?
5. Source of Funding of Project California Public Utilities Commission Grade Separation funds, State Gas Tax, and Southern Pacific Transportation Co.

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required under Item III.)

| | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|---|------------|--------------|-----------|
| 1. <u>Earth.</u> Will the proposal result in: | | | |
| a. Unstable earth conditions or in changes in geologic substructures? | — | — | <u>X</u> |
| b. Disruptions, displacements, compaction or overcovering of the soil? | <u>X</u> | — | — |
| c. Change in topography or ground surface relief features? | <u>X</u> | — | — |
| d. The destruction, covering or modification of any unique geologic or physical features? | — | — | <u>X</u> |
| e. Any increase in wind or water erosion of soils, either on or off the site? | <u>X</u> | — | — |
| f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | — | — | <u>X</u> |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | — | — | <u>X</u> |
| 2. <u>Air.</u> Will the proposal result in: | | | |
| a. Substantial air emissions or deterioration of ambient air quality? | <u>X</u> | — | — |
| b. The creation of objectionable odors? | — | — | <u>X</u> |
| c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | — | — | <u>X</u> |
| 3. <u>Water.</u> Will the proposal result in: | | | |
| a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? | — | — | <u>X</u> |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff? | <u>X</u> | — | — |
| c. Alterations to the course or flow of flood waters? | — | — | <u>X</u> |
| d. Change in the amount of surface water in any water body? | — | — | <u>X</u> |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | — | — | <u>X</u> |
| f. Alteration of the direction or rate of flow of ground waters. | — | — | <u>X</u> |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | — | — | <u>X</u> |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | — | — | <u>X</u> |

| | Yes | Maybe | No |
|--|----------|-------|----------|
| i. Exposure of people or property to water related hazards such as flooding or tidal wave? | — | — | <u>X</u> |
| 4. <u>Plant Life</u> . Will the proposal result in: | | | |
| a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)? | <u>X</u> | — | — |
| b. Reduction of the numbers of any unique, rare or endangered species of plants? | — | — | <u>X</u> |
| c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? | — | — | <u>X</u> |
| d. Reduction in acreage of any agricultural crop? | — | — | <u>X</u> |
| 5. <u>Animal Life</u> . Will the proposal result in: | | | |
| a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)? | — | — | <u>X</u> |
| b. Reduction of the numbers of any unique, rare or endangered species of animals? | — | — | <u>X</u> |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | — | — | <u>X</u> |
| d. Deterioration to existing fish or wildlife habitat? | — | — | <u>X</u> |
| 6. <u>Noise</u> . Will the proposal result in: | | | |
| a. Increase in existing noise levels? | <u>X</u> | — | — |
| b. Exposure of people to severe noise levels? | — | — | <u>X</u> |
| 7. <u>Light and Glare</u> . Will the proposal produce new light or glare? | <u>X</u> | — | — |
| 8. <u>Land Use</u> . Will the proposal result in a substantial alteration of the present or planned use of an area? | — | — | <u>X</u> |
| 9. <u>Natural Resources</u> . Will the proposal result in: | | | |
| a. Increase in the rate of use of any natural resources? | — | — | <u>X</u> |
| b. Substantial depletion of any nonrenewable natural resource? | — | — | <u>X</u> |
| 10. <u>Risk of Upset</u> . Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? | — | — | <u>X</u> |
| 11. <u>Population</u> . Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? | <u>X</u> | — | — |
| 12. <u>Housing</u> . Will the proposal affect existing housing, or create a demand for additional housing? | — | — | <u>X</u> |
| 13. <u>Transportation/Circulation</u> . Will the proposal result in: | | | |
| a. Generation of substantial additional vehicular movement? | — | — | <u>X</u> |
| b. Effects on existing parking facilities, or demand for new parking? | — | — | <u>X</u> |
| c. Substantial impact upon existing transportation systems? | — | — | <u>X</u> |
| d. Alterations to present patterns of circulation or movement of people and/or goods? | <u>X</u> | — | — |
| e. Alterations to waterborne, rail or air traffic? | — | — | <u>X</u> |
| f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? | <u>X</u> | — | — |
| 14. <u>Public Services</u> . Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas: | | | |
| a. Fire protection? | <u>X</u> | — | — |
| b. Police protection? | <u>X</u> | — | — |
| c. Schools? | — | — | <u>X</u> |

| | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|--|------------|--------------|-----------|
| d. Parks or other recreational facilities? | — | — | <u>X</u> |
| e. Maintenance of public facilities, including roads? | — | — | <u>X</u> |
| f. Other governmental services? | <u>X</u> | — | — |
| 15. <u>Energy</u> . Will the proposal result in: | | | |
| a. Use of substantial amounts of fuel or energy? | — | — | <u>X</u> |
| b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? | — | — | <u>X</u> |
| 16. <u>Utilities</u> . Will the proposal result in a need for new systems, or substantial alterations to the following utilities: | | | |
| a. Power or natural gas? | <u>X</u> | — | — |
| b. Communications systems? | <u>X</u> | — | — |
| c. Water? | <u>X</u> | — | — |
| d. Sewer or septic tanks? | — | — | <u>X</u> |
| e. Storm water drainage? | <u>X</u> | — | — |
| f. Solid waste and disposal? | — | — | <u>X</u> |
| 17. <u>Human Health</u> . Will the proposal result in: | | | |
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | — | — | <u>X</u> |
| b. Exposure of people to potential health hazards? | — | — | <u>X</u> |
| 18. <u>Aesthetics</u> . Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? | — | — | <u>X</u> |
| 19. <u>Recreation</u> . Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? | — | — | <u>X</u> |
| 20. <u>Archeological/Historical</u> . Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building? | — | — | <u>X</u> |
| 21. <u>Mandatory Findings of Significance</u> . | | | |
| 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? | — | — | <u>X</u> |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) | — | — | <u>X</u> |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) | — | — | <u>X</u> |
| d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | — | — | <u>X</u> |

III. DISCUSSION OF ENVIRONMENTAL EVALUATION (any "yes" or "maybe" answers must be explained - attached additional sheets if necessary)

1. Earth

b. Approach fills of compacted earth will be constructed at each end of the overpass bridge. The maximum height of the fills will be approximately 24 feet. Construction of fills will over-cover the soil at the proposed project site and also result in displacement of soil from a material site other than the existing project area.

c. Same as in 1.b. above

e. Removal of existing vegetation, disturbed soil areas during construction, and bare fill slopes after construction will result in potential water erosion problems within the project area. Displacement of soil from a material site, other than the existing project area, could result in potential water erosion problems.

2. Air

a. Short-term impacts during construction. Dust and heavy equipment, vehicle and traffic congestion emissions will result in local short-term impacts and adverse effects on the adjacent

SEE INSERT "A"

IV. Mitigation measures proposed to minimize environmental impacts for the project as identified above. (Explain in detail - if none, so state)

1. b&c; All the approach fills of the overpass bridge will be landscaped in the future. The earth material required will come from an environmentally cleared site.

1. e; Construction during the summer dry season, seeding of the new slopes, and appropriate temporary erosion control measures during construction activities will minimize any potential adverse effects at the construction site and material site.

2. a; Appropriate construction phasing and contractor compliance with all air pollution control rules, regulations, ordinances and statutes, will be incorporated into the project specifications. After project construction, carbon monoxide emissions adjacent to the Arcade General Hospital and residences will be reduced by the proposed intersection right-turn movement on Arcade Boulevard and the planned reconstruction of the existing traffic signals which will be more efficient and provide for less idle and acceleration modes.

SEE INSERT "B"

V. Alternatives to the project which would produce less of an adverse impact on the environment (lower density, less intense land use, move building on site, no project, et cetera)

An alternative to the project would be to leave the existing roadway and at-grade railroad crossing unchanged. However, the heavy volume of 20,000 vehicles per day when combined with the 40 trains per day, result in a hazard index of 800,000 and creates time delays for vehicular traffic at the grade crossing. If the existing railroad grade crossing were not eliminated and intersection improvements not accomplished, potential conflicts between vehicles and trains would continue to exist and accidents would continue to occur.

VI. DETERMINATION

On the basis of this initial study:

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in IV above have been added to the project or the possibility of a significant effect on the environment is so remote as to be insignificant.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT IS REQUIRED.

Date Oct. 26, 1981

Robert D. Mohr
(Signature)

Title Chief, Environmental Branch
Coltrons, Dist. 03

INSERT "A"

2. Air

a. (Continued)

neighborhood within the project area. Long-term positive impacts will result because vehicle engine idle and acceleration emissions will be eliminated when traffic will not longer be delayed by passing trains. The most significant receptors in the project area are the Arcade General Hospital and several residential units, all located at the westerly end of the proposed project near the Del Paso Boulevard/Arcade Boulevard intersection. The realignment will place the intersection about 100' closer to the hospital and adjacent to the residential units. It has been determined that the concentration of carbon monoxide reaching the hospital and residences will not exceed National Ambient Air Quality Standards at 35 ppm for one hour and 9 ppm for eight hours.

3. Water

- b. New impervious areas will change existing absorption rates and increase the existing amount of surface water runoff.

4. Plant Life

- a. Some existing grasses and forbs will have to be removed. In addition, the area from the north comform point at Del Paso Boulevard to the Southern Pacific (SP) tracks was purchased by the State of California for a proposed Interstate Route 80 bypass project. The area was primarily residential with numerous yard trees within the landscape. The area is now vacant land (all structures removed) and has over 50 yard trees remaining scattered throughout the proposed construction site. These trees consisting of: Blue Oak, Ash, Sycamore, Walnut, Elm and Palm, will be removed during construction of the proposed project. The City of Sacramento Arborist has evaluated the project area and determined only one tree qualified to be designated as a Heritage Tree per the City Heritage Tree Ordinance. The qualifying tree is a Blue Oak (approximate circumference 132 inches) located on the east side of Arcade Boulevard, about 200 feet southerly of the Del Paso Boulevard/Arcade Boulevard intersection. This tree will not be removed. The City Arborist indicated removal of the other trees will not constitute removal of a scenic resource.

6. Noise

- a. Construction operations will create short-term noise impacts and adverse effects on the adjacent neighborhood within the project area. Realignment of the existing roadway and construction of new access streets will result in shifting the source of noise levels to new locations. Some receptors would receive less noise and other receptors would receive more noise. Computer predicted noise levels (build and no-build) for the years 1981 and 2000 were made. Standards

6. Noise
a. (Continued)

used were Leq 67 for exterior residential and Leq 72 for commercial uses (Federal Highway Administration Standards). The existing 1981 no-build condition indicated 12 residential receptors in the 67-68 dBA range. The year 2000 build prediction indicated only 5 residential receptors exceeding the standard (67 dBA) with the maximum receptor at 70 dBA. There were no commercial violations predicted (1981 or 2000). Therefore, predicted long-term effects after construction indicated a decrease in the number of receptors receiving sound levels exceeding current standards.

7. Light and Glare

A moderate amount of light with the possibility of glare may result from the construction of new lighting systems, realignment of the existing roadway, and construction of new access streets.

11. Population

Existing commercial buildings will be removed and business activities will require relocation. Five commercial buildings and an open storage yard are located on State property at the easterly end of the project. These facilities were purchased during the proposed Route 80 Bypass property acquisition phase and are being leased to the current occupants.

13. Transportation/Circulation

d. Realignment of the existing roadway and construction of the new access streets will result in alterations to present patterns of circulation. About 8 existing businesses would experience a reduction in traffic volumes past the establishments. However, these businesses will still remain visible to local traffic. In addition, local residential traffic, at the easterly end, will experience an alteration of traffic circulation because the bridge approach area will be constructed with no left turns permitted. The restrictions to left turns is based on existing and predicted traffic volumes which would create a traffic safety problem if left turns in this area were permitted.

f. Temporary safety hazards will occur due to construction activities and reduced roadway capacity.

14. Public Services

a.b.&f.

Temporary disruption/delay of traffic flow and congestion due to construction activities could effect emergency vehicle response times.

16. Utilities

a.b.&c.

Existing utilities located within the project construction area will require alterations and in some cases, new locations. Short-term disruption of service will occur

INSERT "A" (Continued)

16. Utilities
a.b.&c. (Continued)

during changeover to the new permanent facilities.

- e. Some modification would be necessary of existing storm water drainage collection systems.

INSERT "B"

3. b; The increased impervious areas, due to the new construction, will not significantly increase runoff in the overall drainage basin and will not result in the additional runoff exceeding the carrying capacity of the existing and proposed new storm water drainage system.
4. a; New slopes will be seeded to replace removed grasses and forbs. Also, the final design plans will be revised to exclude construction activity which could damage the root system of the Blue Oak Heritage Tree which is to be saved.
6. a; Appropriate construction phasing and contractor compliance with all noise pollution control rules, regulations, ordinances and statutes, will be incorporated into the project specifications. Business, residences, and cross streets preclude the use of soundwalls. In addition, the heavy ambient contributions from other arterials, aircraft arriving and departing at McClellan AFB, and train traffic further eliminate any practical noise attenuation measures for this area.
7. ; New lighting incorporated into the proposed project will have a lense refractor-reflection design which directs the majority of light towards the street side of the light standard. The new lighting will enhance public safety. To minimize vehicle headlight glare, the final project design will include suitable glare screens where required.
11. ; Property acquisition lease-back agreements included the understanding that tenants would be required to relocate at such time the State would require use of the leased property.
13. d; Trade at existing businesses depends mostly on local customers and being located near a major freeway interchange (ease of access to a major freeway). The proposed project would not change these factors. Therefore, no significant impacts on these business are anticipated and no mitigation is proposed. In addition, the proposed project will improve traffic circulation. This and the expected reduction in traffic congestion should have a positive effect on business trade in the area and provide safer access to and from the adjacent residential neighborhoods.
13. f; Safety protection will be provided by the use of a detour roadway, adequate construction warning signing and by minimizing traffic disruption during periods of peak traffic volumes.

INSERT "B" (Continued)

14.ab&f; Prior to beginning construction, full coordination will be accomplished with all emergency service agencies which could be effected by project construction. This coordination would include designation of alternate emergency response routes. Appropriate contractor response for emergency vehicle access to the immediate vicinity of the construction site would be incorporated into the project specifications.

After completion of the project emergency vehicle response times will be improved by precluding the necessity to wait for trains crossing Arcade Boulevard.

16.ab&c; Coordination with affected utility companies and users will be accomplished to minimize disruption of service.

16.e; A new collection system will be designed to connect with existing storm water drainage systems.



PROJECT AREA

CITY OF SACRAMENTO
LOCATION MAP
GRADE SEPARATION
ARCADE BLVD/MARCONI AVE.

SCALE 1" = 100'

