

Exhibit A – Backbone Infrastructure

The proposed RGP would authorize construction of backbone infrastructure associated with the Placer Vineyards Specific Plan (PVSP). The backbone infrastructure would be expected to be built in phases over thirty years as development proceeds under the PVSP. The backbone infrastructure would be comprised of improvements to existing roadways and intersections, new major roadways and their attendant features, portions of pedestrian/bicycle trails, water transmission lines and storage tanks (both potable and recycled), storm water management and conveyance systems, and sewer trunk lines, force mains, and lift stations.

Major Roads

Five new major roads would be included in the backbone infrastructure. Construction of these roads would be phased over time as required by Placer County with development of the PVSP. The east-west roads include West Dyer Lane, East Dyer Lane, “A” Street, and 18TH Street. There would be one new north-south road, 16TH Street. In addition to these new roads there are two existing east-west roads, Base Line Road and PFE Road, and three existing north-south roads, Locust Road, Palladay Road, and Watt Avenue, which would be widened and/or reconstructed. Intersection widening, for both new and existing intersections, would occur within all road segments. All roads would have buried utility lines and storm drain pipe systems within their footprints.

- West Dyer Lane (WD-1, see Exhibit B) would be primarily a new road which would be constructed as a four lane major arterial street. A short portion of West Dyer Lane immediately west of Watt Avenue is an existing two lane road which would be widened and reconstructed as a four lane major arterial road. West Dyer Lane would result in a discharge of dredged/fill material into approximately 7.55 acres of waters of the United States (U.S.).
- East Dyer Lane (ED-1, see Exhibit B) would be a new road which would be constructed as a four lane major arterial road. East Dyer Lane would result in a discharge of dredged/fill material into 0.22 acres of waters of the U.S.
- “A” Street (A-1, see Exhibit B) would be a new road which will be constructed as a two lane collector road. “A” Street would result in a discharge of dredged/fill material into 0.33 acres of waters of the U.S.
- 18TH Street (18th-1, see Exhibit B) would be a new road which would be constructed as a two lane collector road. 18TH Street would result in a discharge of dredged/fill material into 0.41 acres of waters of the U.S.
- 16TH Street (16th-1, see Exhibit B) would be a new road which would be constructed as a four lane major arterial road. 16TH Street would result in a discharge of dredged/fill material into 2.20 acres of waters of the U.S.

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- Base Line Road (BL-1, see Exhibit B) is an existing two lane road that would initially be widened and reconstructed as a four lane arterial road and ultimately widened to become a six lane thoroughfare road. Base Line Road would result in a discharge of dredged/fill material into 6.57 acres of waters of the U.S.
- PFE Road (PFE-1, see Exhibit B) is an existing two lane road which would be widened to four lanes at its intersection with Watt Avenue. PFE Road would result in a discharge of dredged/fill material into 0.08 acres of waters of the U.S.
- Locust Road is an existing road comprised of two segments (LR-1 and LR-2, see Exhibit B) which would be subject to different improvements. Roadway shoulders would be constructed on each side of the existing LR-1 road segment. The existing LR-2 segment would be widened and reconstructed as a two lane collector street. The two segments would result in a discharge of dredged/fill material into waters of the U.S. for a combined total of 0.63 acres.
- Palladay Road (P-1, see Exhibit B) is an existing two lane road which would be widened and reconstructed as a two lane collector street. Palladay Road would result in a discharge of dredged/fill material into 0.64 acres of waters of the U.S.
- Watt Avenue (W-1, see Exhibit B) is an existing two lane road that would initially be widened and reconstructed as a four lane arterial road and ultimately widened to become a six lane thoroughfare road. The existing bridge over Dry Creek would be removed and a new, wider, bridge constructed. Watt Avenue would result in a discharge of dredged/fill material into 1.40 acres of waters of the U.S.

Utilities

There are eight utility corridors (U-1, U-2, U-3, U-4, U-5, U-6, U-7, and U-8, see Exhibit B) where the utility improvements would not be buried beneath one of the backbone road improvements listed above. The utility corridors consist of buried utility pipelines, including potable water, recycled water, and sanitary sewer gravity and force main pipelines that would either not be buried beneath a road, or would be buried beneath a road that is not identified as a backbone road. Utility improvements lying within identified backbone road segments are not shown as separate utility corridors.

In most cases the utility pipes would be buried beneath roads. When the utility pipes are not buried beneath a road there would typically be an access / maintenance road placed over the utility segment. In some cases, the access road would also be used as a bike path or trail.

The eight utility corridors would result in a discharge of dredged/fill material into the waters of the U.S. for a combined impact of 5.29 acres.

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Potable and Recycled Water Storage Facilities

There are five proposed sites for potable water storage facilities (WT-1, WT-2, WT-3, WT-4, and WT-5, see Exhibit B). There would be one proposed recycled water storage facility (REC-1, see Exhibit B). This recycled water storage facility would be located in a water of the U.S. that is considered to be impacted under WD-1, and would not result in the discharge of any additional dredged/fill material into waters of the U.S. The five potable water storage facility sites would result in a discharge of dredged/fill material into waters of the U.S. for a combined total of 0.46 acres.

Sanitary Sewer Lift Station Facilities

There are three sanitary sewer lift station facilities (LS-1, LS-2, and LS-3, see Exhibit B). The three lift station facilities would result in a discharge of dredged/fill material into waters of the U.S. for a combined total of 0.09 acres.

Storm Water Channels

There are four basic types of storm water corridors within the PVSP (labeled by category as C-1, C-2, C-3, and C-4, see Exhibit B), each with a typical set of improvements. Improvements would be designed to avoid impacts to waters of the U.S. to the maximum extent practicable. Grading would occur within each corridor for purposes of enhancing drainage conveyance, creating storage volume for storm water detention and retention, and for constructing water quality treatment features. Where feasible, onsite wetland creation may also be undertaken within storm water channel segments, subject to approval by the Corps. The type of grading to achieve these purposes would vary between the C-1, C-2, C-3, and C-4 corridor types as follows:

- Proposed grading within C-1 corridors would primarily consist of overbank excavation, grading outside the edges of existing drainage swales and features to minimize impacts to the features, to enhance drainage conveyance, and create storage volume for the attenuation of drainage flows.
- Proposed grading within C-2 corridors would primarily consist of grading of excavated channels for drainage conveyance and the creation of storage volume for the attenuation of drainage flows. This type of grading would often follow the alignments of existing drainage corridors where features would not be preserved.
- Proposed grading within C-3 corridors would primarily consist of grading of excavated channels for drainage conveyance and the creation of storage volume for the attenuation of drainage flows. The alignments for the excavated channels would be generally parallel to the alignments of existing drainage features that are proposed to be preserved.

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- Lastly, proposed grading within C-4 corridors would primarily consist of grading to construct control weirs for hydro-modification and detention control purposes.

The storm water channel corridors would result in a discharge of dredged/fill material into waters of the U.S. for a combined maximum total of 8.78 acres.

Trails

A system of Class 1 Bike Paths and Multi-Purpose Trails would be proposed to be constructed to serve the Placer Vineyards Specific Plan Area. The trails would provide opportunities for pedestrians and bicyclists to travel within the Specific Plan Area and would also connect to existing paths and trails outside the Plan Area. The trails would be placed adjacent to the majority of the Plan Area backbone roads (in landscape corridors adjacent to the roads) and adjacent to one edge of many Open Space corridors and would result in a discharge of dredged/fill material into approximately 0.28 acres of waters of the U.S. The bike paths and trails would be placed, to the extent practicable, in locations that would avoid impacts to the waters of the U.S.