

# Highway 26/49 Intersection Control Improvement Project

In Calaveras County on State Routes 26 and 49  
10-CAL-26, 49-PM Various  
Project ID Number 1019000164

## Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the  
State of California Department of Transportation

April 2022



## General Information About This Document

### ***What's in this document:***

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Calaveras County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

### ***What you should do:***

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 10 office at 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205 and at the Mokelumne Hill Library at 8328 Main Street, Mokelumne Hill, California 95245. Additionally, this Initial Study with Proposed Negative Declaration is posted online and available for viewing or download on the Caltrans District 10 website: <https://dot.ca.gov/caltrans-near-me/district-10>.
- Attend the public open house on June 14, 2022, from 5:00 p.m. to 6:30 p.m. at Mokelumne Hill Town Hall, 8283 Main Street, Mokelumne Hill, California 95245.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Jaycee Azevedo, Senior Environmental Planner, District 10 Environmental Division, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205. Submit comments via email to: [jaycee.azevedo@dot.ca.gov](mailto:jaycee.azevedo@dot.ca.gov).
- Submit comments by the deadline: July 11, 2022.

### ***What happens next:***

After comments are received from the public and the reviewing agencies, Caltrans may: 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jaycee Azevedo, District 10 Environmental Division, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205; phone number 209-992-9824 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

Intersection improvement on State Routes 26 and 49 in Calaveras County

**INITIAL STUDY  
with Proposed Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation  
and  
Responsible Agency: California Transportation Commission

*James P. Henke*

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James P. Henke  
Environmental Office Chief, District 10  
California Department of Transportation  
CEQA Lead Agency

4/7/2022

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Date

The following individual can be contacted for more information about this document:

Jaycee Azevedo, California Department of Transportation, 1976 East Doctor Martin Luther  
King Junior Boulevard, Stockton, California 95205; 209-992-9824





**DRAFT**

## **Proposed Negative Declaration**

Pursuant to: Division 13, Public Resources Code

**State Clearinghouse Number:** pending

**District-County-Route-Post Mile:** 10-CAL-26, 49-PM Various

**EA/Project Number:** EA 10-1K820 and Project ID Number 1019000164

### **Project Description**

The California Department of Transportation (Caltrans) proposes to improve the safety of the intersection on State Route 26 and State Route 49 in Calaveras County in the census-designated town of Mokelumne Hill.

### **Determination**

An Initial Study has been prepared by Caltrans, District 10.

On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

The project would have no significant effect on greenhouse gas emissions and hazards and hazardous materials.

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James P. Henke  
Environmental Office Chief, District 10  
California Department of Transportation

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Date



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# **Chapter 1**      Proposed Project

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## **1.1 Introduction**

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (known as NEPA). The project proposes to improve the safety of the intersection on State Route 26 and State Route 49 in Calaveras County in the census-designated town of Mokelumne Hill. The State Route 26 and State Route 49 junction is a four-legged intersection. State Route 26 traverses east and west, and State Route 49 traverses north and south. Currently, the flow of traffic at this intersection is controlled by an interim countermeasure all-way stop. Initially, State Route 26 was controlled by a two-way stop, while State Route 49 had free-flowing traffic.

The project is listed in the 2021 Federal Statewide Transportation Improvement Program Rural Non-Metropolitan Areas. The Calaveras Council of Governments' Regional Transportation Plan guides transportation development in the project area. Chapter 1 of this document discusses the project scope, location, and alternatives; Chapter 2 discusses the project's potential environmental impacts under CEQA.

## **1.2 Purpose and Need**

### **1.2.1 Purpose**

The purpose of this project is to improve intersection control to reduce the number and severity of broadside collisions at the intersection of State Route 26 and State Route 49.

### **1.2.2 Need**

A pattern of broadside collisions has been identified at the intersection of State Route 26 and State Route 49, which are caused by motorists failing to yield.

## **1.3 Project Description**

The project proposes to improve the safety of the intersection at State Route 26 and State Route 49 in Calaveras County in the census-designated town of Mokelumne Hill. The project is expected to begin work at post mile 17.37 on State Route 26 and end work at post mile 18.67. Construction would start at post mile 17.87 on State Route 26 and end at post mile 18.17. Work on State

Route 49 would begin at post mile 26.94 and end at post mile 28.31; construction on State Route 49 would begin at post mile 27.44 and end at post mile 27.81. A collision report from the California Highway Patrol and a traffic investigation conducted by Caltrans District 10 Traffic Safety Branch identified a pattern of broadside collisions at the intersection of State Route 26 and State Route 49.

Two alternatives—a Build Alternative and a No-Build Alternative—are being proposed. The Build Alternative proposes to build a roundabout, and the No-Build Alternative would leave the intersection in its current condition. Figure 1-1, which shows the Project Vicinity Map, also shows where the project is within Calaveras County in the census-designated town of Mokelumne Hill. Figure 1-2, which shows the Project Location Map, also shows the project location with project post miles for where work and construction will begin and end.

**Figure 1-1 Project Vicinity Map**

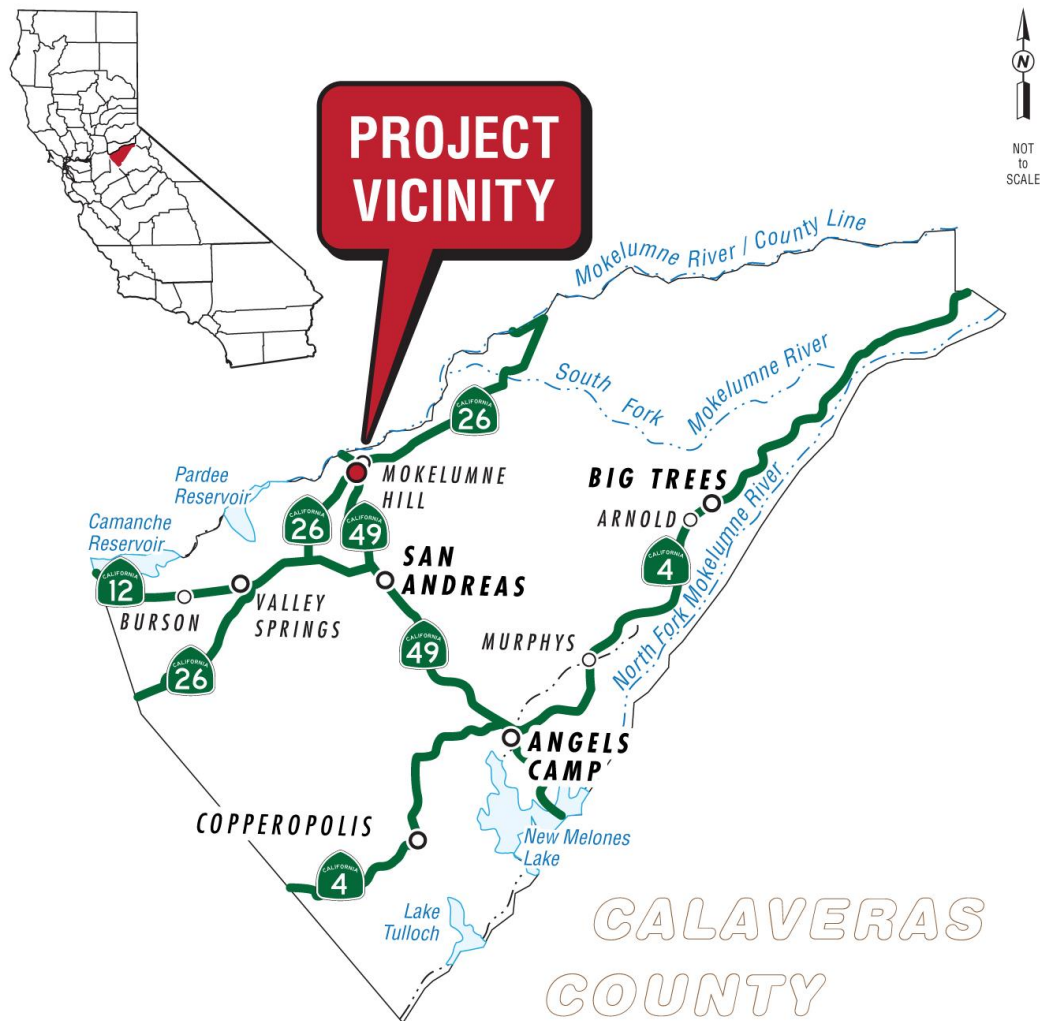
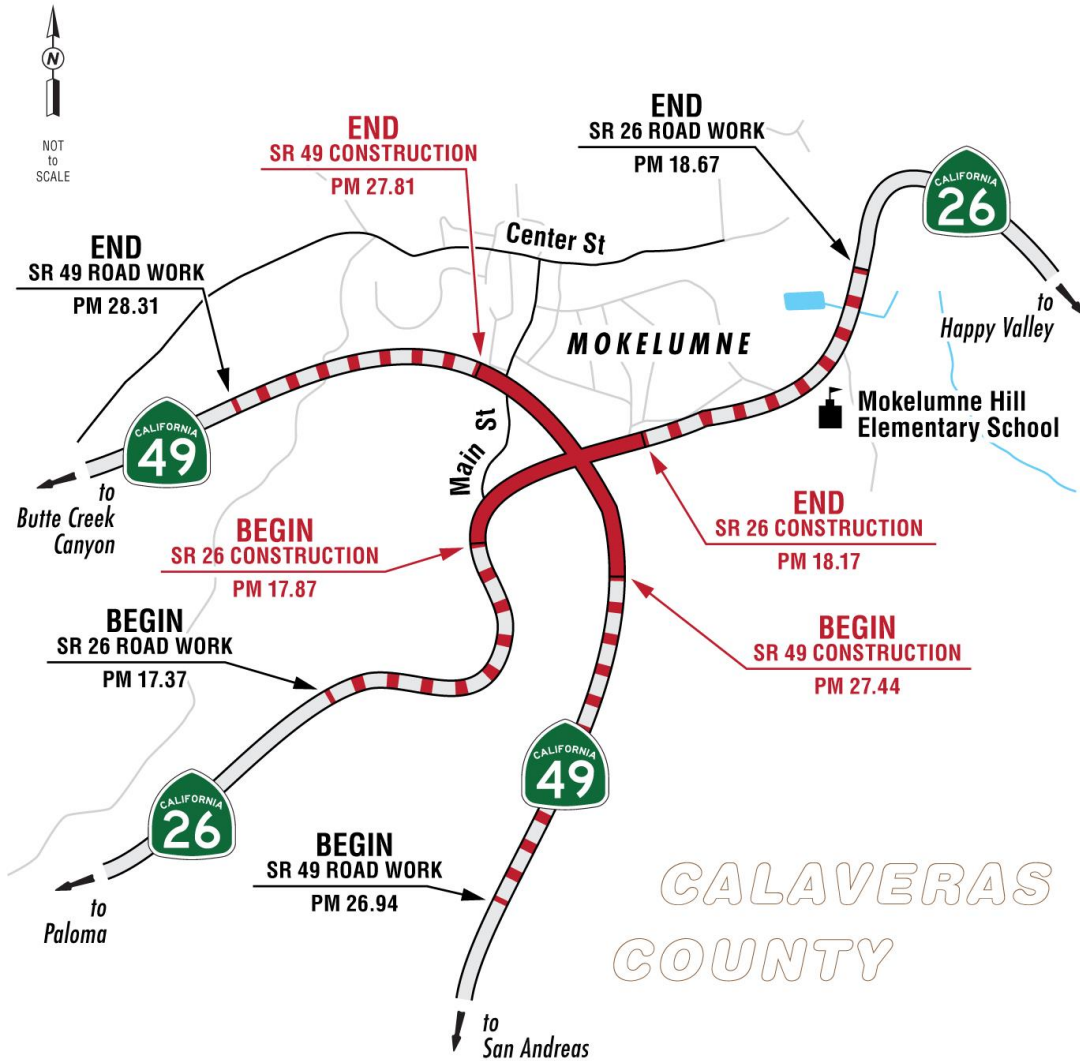


Figure 1-2 Project Location Map



## 1.4 Project Alternatives

The project initially considered two Build Alternatives and a No-Build Alternative for intersection improvements at the intersection of State Route 26 and State Route 49 in Mokelumne Hill. The signal alternative was dropped from consideration on November 22, 2021.

### 1.4.1 Build Alternatives

The Build Alternative proposes to build a single-lane roundabout at the intersection of State Route 26 and State Route 49. The Build Alternative would require additional right-of-way on State Route 26 to bring the roadway up to roadside clear recovery zone standards and accommodate utility relocation. Thirteen parcels would be impacted, but no relocations of

businesses or full take are expected. The Build Alternative would include crosswalks, splitter islands to ensure proper speed reduction when entering the roundabout, and a raised center island and truck aprons at four outside corners of the roundabout. The roundabout would meet Surface Transportation Assistance Act standards for truck turning movements. Advance flashing beacons would be installed to warn motorists of the intersection. One permanent/independent Vehicle Detection Station with two loop detectors per lane on all four legs of the intersection is proposed. One Closed Circuit Television camera is also proposed for monitoring roadway conditions.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

#### **1.4.2 No-Build (No-Action) Alternative**

The No-Build Alternative would not meet the purpose and need for the project because it would leave the intersection in its current condition.

### **1.5 Alternatives Considered but Eliminated from Further Discussion**

Build Alternative 2 proposed to install a traffic signal at the intersection of State Routes 26 and 49. This alternative was dropped from further discussion after discussion with the project development team and supporting results from the Intersection Control Evaluation process. The Intersection Control Evaluation dated May 2021 scored each alternative based on criteria, such as queuing, level of service, greenhouse gas reduction, collision severity, and maintenance; the roundabout alternative achieved the higher score overall.

### **1.6 Standard Measures and Best Management Practices Included in All Build Alternatives**

The project may include, but would not be limited to, the following Standard Special Provisions:

**AQ-1** Caltrans Standard Specifications Section 14-9.02 “Air Pollution Control” requires the contractor to comply with air pollution control rules, ordinances, regulations, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

**BIO-1:** A preconstruction survey for migratory birds and raptors would be required 14 days before the start of construction if construction activities occur within the migratory bird nesting season (February 1 to September 30). If migratory birds or raptors are found nesting within or close to a work area during construction activities, Environmentally Sensitive Area buffers would be installed.

**GHG-1** Truck trips would be scheduled outside of peak morning and evening commute hours.

**GHG-2** The contractor would reduce construction waste and maximize the use of recycled materials.

**GHG-3** The contractor would seek to operate construction equipment with improved fuel efficiency by:

- Properly tuning and maintaining equipment
- Using the right-size equipment for the job
- Using equipment with new technologies

**HAZ-1:** The Caltrans Standard Special Provision pertaining to nonhazardous aerially deposited lead, Section 7-1.02K(6)(j)(iii) shall be added to the construction contract.

**HAZ-2:** Asbestos-containing material and lead-based paint surveys would be required if there are any demolition or modifications of buildings.

**HAZ-3:** Caltrans Standard Special Provisions Section 14-11.12 would be added to the construction contract, and the contractor would manage the removed stripe and pavement marking as hazardous waste.

**HAZ-4:** Caltrans Standard Special Provisions Section 14-11.14 would be implemented for treated wood waste.

## 1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

## **1.8 Permits and Approvals Needed**

No permits, licenses, agreements, or certifications are required for project construction.

# Chapter 2 CEQA Evaluation

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## 2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

### 2.1.1 Aesthetics

Considering the information in the Scenic Resource Evaluation dated January 19, 2022, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	<b>No Impact</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<b>No Impact</b>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>No Impact</b>

**2.1.2 Agriculture and Forest Resources**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the project location and scope of work, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>



<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Agriculture and Forest Resources</b>
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<b>No Impact</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	<b>No Impact</b>

### 2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Memorandum dated December 24, 2021, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Air Quality</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<b>No Impact</b>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<b>No Impact</b>
c) Expose sensitive receptors to substantial pollutant concentrations?	<b>No Impact</b>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>No Impact</b>

### 2.1.4 Biological Resources

Considering the information in the Biological Resources Evaluation (No Effect) Memorandum dated December 16, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic Atmospheric Administration Fisheries?	<b>No Impact</b>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<b>No Impact</b>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<b>No Impact</b>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<b>No Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>No Impact</b>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<b>No Impact</b>

### 2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report and the Archaeological Survey Report dated January 5, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<b>No Impact</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<b>No Impact</b>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<b>No Impact</b>

### 2.1.6 Energy

Considering the information in the project scope and the information in the Caltrans Standard Environmental Reference pulled in January 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<b>No Impact</b>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>No Impact</b>

### 2.1.7 Geology and Soils

Considering the information in the California Department of Conservation Earthquake Zone Map and the California Department of Conservation Landslide Map pulled in February 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	<b>No Impact</b>
<p>ii) Strong seismic ground shaking?</p>	<b>No Impact</b>
<p>iii) Seismic-related ground failure, including liquefaction?</p>	<b>No Impact</b>
<p>iv) Landslides?</p>	<b>No Impact</b>
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<b>No Impact</b>
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<b>No Impact</b>
<p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>	<b>No Impact</b>
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	<b>No Impact</b>
<p>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<b>No Impact</b>

### 2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change/Greenhouse Gas Analysis dated March 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>Less Than Significant Impact</b>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>Less Than Significant Impact</b>

***Affected Environment***

The project area is characterized by urban roads, open rural areas, and commercial properties in Mokelumne Hill. The State Route 26 and State Route 49 junction is a four-legged intersection. This intersection is a heavily used transportation area and is common for congestion. State Route 26 traverses east and west, and State Route 49 traverses north and south. Currently, the flow of traffic at this intersection is controlled by an interim countermeasure all-way stop control. Initially, State Route 49 had free-flowing traffic, and State Route 26 had two-way stop control traffic.

State Route 26 serves the interregional traffic and connects to State Route 99. The project is listed in the 2021 Federal Statewide Transportation Improvement Program Rural Non-Metropolitan Areas. The Calaveras Council of Governments’ Regional Transportation Plan guides transportation development in the project area. In addition, the updated 2019 Calaveras County General Plan also addresses greenhouse gases in the project area.

***Environmental Consequences***

The project would not increase operational emissions. Temporary carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emissions Tool (CALCET v1.1 V1.0 Beta). The estimated carbon dioxide emissions for the project would be 384 tons during the project’s 200 working days. While the project would result in greenhouse gas emissions during construction, the project is not expected to result in an increase in operational greenhouse gas emissions.

The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With the implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

***Avoidance, Minimization, and/or Mitigation Measures***

The following measures would also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

**AQ-1** Caltrans Standard Specifications Section 14-9.02 “Air Pollution Control” requires the contractor to comply with air pollution control rules, ordinances, regulations, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

**GHG-1** Truck trips would be scheduled outside of peak morning and evening commute hours.

**GHG-2** The contractor would reduce construction waste and maximize the use of recycled materials.

**GHG-3** The contractor would seek to operate construction equipment with improved fuel efficiency by:

- Properly tuning and maintaining equipment
- Using the right-size equipment for the job
- Using equipment with new technologies

**2.1.9 Hazards and Hazardous Materials**

Considering the information in the Hazardous Waste Initial Site Assessment dated February 1, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Hazards and Hazardous Materials</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>No Impact</b>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>No Impact</b>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<b>Less Than Significant Impact</b>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<b>No Impact</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<b>No Impact</b>

***Affected Environment***

The project proposes to improve the safety of the intersection at State Route 26 and State Route 49 in Calaveras County in the census-designated town of Mokelumne Hill. The intersection is a heavily used transportation intersection. The project area is characterized by urban roads, open rural areas, and commercial properties. One remediation site—the Sierra Trading Post—is next to the project area.

***Environmental Consequences***

A soil survey was conducted in October 2021; the results indicated that there are no limitations for the reuse of soil based on gasoline organic compounds, oil range organic compounds, volatile organic compounds, and oxygenated fuel compounds. The samples taken on the southeast corner of the intersection showed diesel range organic concentrations exceeding the residential environmental screening level but below the commercial/industrial workers screening levels. Thus, soil from this corner may be reused within the project area without restriction.

Aerially deposited lead in the project area had been identified to have concentrations below the regulatory threshold. Soil can be reused or disposed of without restriction. Measure HAZ-1 would be implemented for proper handling of nonhazardous aerially deposited lead.

The project does not currently include demolition or modifications of any buildings. However, should this change, measure HAZ-2, which requires that a survey be conducted for asbestos-containing material and lead-based paint, would be implemented. If striping is removed, measure HAZ-3 would be implemented, which requires the contractor to manage the strip and pavement marking as hazardous waste. Measure HAZ-4, Caltrans Standard Special Provisions Section 14-11.14, would be implemented if treated wood waste is encountered.

**Avoidance, Minimization, and/or Mitigation Measures**

The following measures would be implemented:

**HAZ-1:** The Caltrans Standard Special Provision pertaining to nonhazardous aerially deposited lead, Section 7-1.02K(6)(j)(iii), shall be added to the construction contract.

**HAZ-2:** Asbestos-containing material and lead-based paint surveys would be required if there are any demolition or modifications of buildings.

**HAZ-3:** Caltrans Standard Special Provisions Section 14-11.12 would be added to the construction contract, and the contractor would manage the removed stripe and pavement marking as hazardous waste.

**HAZ-4:** Caltrans Standard Special Provisions Section 14-11.14 would be implemented for treated wood waste.

**2.1.10 Hydrology and Water Quality**

Considering the information in the Water Compliance Memorandum dated September 14, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	<b>No Impact</b>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>



Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:  (i) result in substantial erosion or siltation onsite or offsite;	<b>No Impact</b>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	<b>No Impact</b>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<b>No Impact</b>
(iv) impede or redirect flood flows?	<b>No Impact</b>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<b>No Impact</b>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>No Impact</b>

### 2.1.11 Land Use and Planning

Considering the information in the Calaveras County General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	<b>No Impact</b>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<b>No Impact</b>

### 2.1.12 Mineral Resources

Considering the information in the Calaveras County General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<b>No Impact</b>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<b>No Impact</b>

### 2.1.13 Noise

Considering the information in the Noise Compliance Study dated November 19, 2021, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<b>No Impact</b>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<b>No Impact</b>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<b>No Impact</b>

### 2.1.14 Population and Housing

Considering the scope and location of the project, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<b>No Impact</b>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<b>No Impact</b>

### 2.1.15 Public Services

Considering that the project would not affect any government facilities or trigger the need for new facilities or government services and the fact that the road would be open during construction, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:  Fire protection?	<b>No Impact</b>
Police protection?	<b>No Impact</b>
Schools?	<b>No Impact</b>
Parks?	<b>No Impact</b>
Other public facilities?	<b>No Impact</b>

**2.1.16 Recreation**

Considering that the project would not affect parks or recreational facilities or trigger the need for more recreational facilities to be built, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<b>No Impact</b>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<b>No Impact</b>

**2.1.17 Transportation**

Considering the information in the Calaveras Council of Governments, which guides transportation development in the project area, the 2019 Calaveras County General Plan, and the Traffic Operations Analysis dated March 26, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<b>No Impact</b>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<b>No Impact</b>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>No Impact</b>
d) Result in inadequate emergency access?	<b>No Impact</b>

### 2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated January 5, 2022, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<b>No Impact</b>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>No Impact</b>

### 2.1.19 Utilities and Service Systems

Considering the information in the project scope, location, and preliminary design, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<b>No Impact</b>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<b>No Impact</b>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<b>No Impact</b>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

**2.1.20 Wildfire**

Considering the information in the California Department of Forestry and Fire Protection’s Fire Hazard Severity Zone Maps, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Wildfire
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<b>No Impact</b>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<b>No Impact</b>

**2.1.21 Mandatory Findings of Significance**

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially 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, substantially 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?	<b>Less Than Significant Impact</b>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<b>No Impact</b>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>No Impact</b>

### ***Affected Environment***

The project proposes to improve the safety of the intersection at State Route 26 and State Route 49 in Calaveras County in the census-designated town of Mokelumne Hill. The intersection is a heavily used transportation intersection. The project area is characterized by urban roads, open rural areas, and commercial properties.

### ***Environmental Consequences***

As discussed in Sections 2.1.8 and 2.1.9, the project would have an impact on greenhouse gas emissions during construction and hazardous materials. But, with avoidance and minimization measures implemented, the impact would be less than significant.

### ***Avoidance, Minimization, and/or Mitigation Measures***

With the implementation of avoidance and minimization measures discussed in this document, the project would have a less than significant impact on the environment. All other impacts would be minimized through the implementation of Caltrans' Best Management Practices, Standard Specifications, and Standard Special Provisions. Therefore, the project would not have a significant, cumulatively considerable impact on human beings or the environment.



# Appendix A Title VI Policy Statement

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## DEPARTMENT OF TRANSPORTATION

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Making Conservation  
a California Way of Life.

September 2021

### NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:  
<https://dot.ca.gov/programs/civil-rights/title-vi> .

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

A blue ink signature of Toks Omishakin, consisting of stylized cursive letters.

Toks Omishakin  
Director

*"Provide a safe and reliable transportation network that serves all people and respects the environment."*



## **List of Technical Studies Bound Separately (Volume 2)**

Air Quality Report

Noise Compliance Study

Water Compliance Memorandum

Biological Resources Evaluation (No Effect) Memorandum

Historic Property Survey Report

- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment

Scenic Resource Evaluation

Community Impact Memorandum

Climate Change Memorandum

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Jaycee Azevedo  
District 10 Environmental Division  
California Department of Transportation  
1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205

Or send your request via email to: [jaycee.azevedo@dot.ca.gov](mailto:jaycee.azevedo@dot.ca.gov)

Or call: 209-992-9824

Please provide the following information in your request:

Project title: Highway 26/49 Intersection Control Improvement  
General location information: In Calaveras County on State Routes 26 and 49  
District number-county code-route-post mile: 10-CAL-26, 49-PM Various  
Project ID number:1019000164