

Calaveras 49 Mobility Improvement Project

In Calaveras County on State Route 49
and State Route 4 in the City of Angels Camp
10-CAL-49/4-8.4-9.1, R20.8-21.4
EA 10-1H010 and Project Number 1017000057
State Clearinghouse Number 2023010469

Initial Study with Mitigated Negative Declaration/ Environmental Assessment and Section 4(f) Evaluation with Finding of No Significant Impact



Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated May 27, 2022, and executed by the Federal Highway Administration and Caltrans.

April 2023



General Information About This Document

The Initial Study/Environmental Assessment circulated to the public for review and comment for 30 days between January 25, 2023, and February 24, 2023. Comments received during this period are included in Appendix E. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on an audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jonathan Coley, District 10 Environmental, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205; phone number 209-479-4083 (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.

State Clearinghouse Number 2023010469
10-CAL-49/4-8.4-9.1, R20.8-21.4
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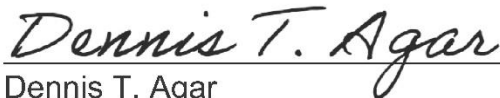
Intersection and roadway improvement project on State Route 49
from post miles 8.4 to 9.1 and on State Route 4 from post miles
R20.8 to R21.4 in the City of Angels Camp in Calaveras County

**INITIAL STUDY with Mitigated Negative Declaration/
ENVIRONMENTAL ASSESSMENT and Section 4(f) Evaluation**

Submitted Pursuant to (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission



Dennis T. Agar
District 10 Director
California Department of Transportation
NEPA and CEQA Lead Agency

May 05, 2023

Date

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**CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
for the
Calaveras 49 Mobility Improvement Project**

The California Department of Transportation (Caltrans) has determined that Alternative 1 will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment, which has been independently evaluated and determined by Caltrans to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by the Federal Highway Administration and Caltrans.



Dennis T. Agar
District 10 Director
California Department of Transportation
NEPA Lead Agency

May 05, 2023

Date



Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2023010469

District-County-Route-Post Mile: 10-CAL-49/4-8.3-9.1, R20.8-21.4

EA/Project Number: 10-1H010/1017000057

Project Description

The California Department of Transportation (Caltrans) will make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County.

Determination

An Initial Study has been prepared by Caltrans, District 10. Based on this study, it is determined that the project will not affect agriculture and forest resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, and wildfire.

Caltrans has determined the project with the incorporation of the identified avoidance and minimization measures will have a less than significant effect on air quality, biological resources, greenhouse gas emissions, hazards and hazardous materials, transportation, and utilities and service systems.

Caltrans has determined that the project with the incorporation of the identified mitigation measures will not have a significant effect on the visual aesthetics of the potential loss of oak tree and heritage tree species for the following reason:

- Any impacts from the project on the loss of oak and/or heritage tree species will be mitigated to less than significant by paying in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund, per the City of Angels Camp Oak Tree and Heritage Tree Ordinance.

Dennis T. Agar

Dennis T. Agar
District 10 Director
California Department of Transportation
NEPA and CEQA Lead Agency

May 05, 2023

Date

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Chapter 1 Proposed Project

1.1 Introduction

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 U.S. Code 327, for more than 5 years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (Public Law 112-141), signed by President Barack Obama on July 6, 2012, amended 23 U.S. Code 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a Memorandum of Understanding pursuant to 23 U.S. Code 327 (NEPA Assignment MOU) with the Federal Highway Administration. The NEPA Assignment MOU became effective on October 1, 2012, and was renewed on May 27, 2022, for a term of 10 years. In summary, Caltrans continues to assume Federal Highway Administration responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, the Federal Highway Administration assigned, and Caltrans assumed, all of the U.S. Department of Transportation Secretary’s responsibilities under NEPA (National Environmental Policy Act). This assignment includes projects on the State Highway System and Local Assistance projects off of the State Highway System within the State of California, except for certain categorical exclusions that the Federal Highway Administration assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

Caltrans, as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act. Caltrans is also the lead agency under the California Environmental Quality Act (CEQA).

In this project, Caltrans will make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. Figures 1 and 2 show the project location and vicinity maps.

The project is listed in the 2021 Federal Statewide Transportation Improvement Program Rural Non-Metropolitan Areas and grouped under the Safety Improvements State Highway Operation and Protection Program Mobility Program for funding in the 2024/2025 fiscal year. The project is also included in the Calaveras Council of Governments 2021 Regional Transportation Plan.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to reduce traffic congestion, improve traffic circulation, and provide better access management through the portion of Angels Camp along State Route 49 between Monte Verda Street and Francis Street in the City of Angels Camp.

1.2.2 Need

The project is needed to address the frequent traffic delays and congestion that State Route 49 between Monte Verda Street and Francis Street experiences due to unrestricted movements to and from closely spaced private access points and other public road intersections along the corridor. Also, there are limited facilities to accommodate the needs of pedestrian and bicycle traffic.

1.3 Project Description

Caltrans proposes to make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. Caltrans proposes to modify the intersection of State Route 49 and State Route 4 with either a roundabout or signalized intersection. The project will improve the intersection of State Route 49 and Francis Street with either a roundabout or signalized intersection. The following alternatives are being considered:

- Alternative 1—Hybrid roundabout at the State Route 49 and State Route 4 intersection and a single-lane roundabout at State Route 49 and Francis Street.
- Alternative 2—Modified traffic signal at the State Route 49 and State Route 4 intersection and a traffic signal at State Route 49 and Francis Street.
- Alternative 3—Hybrid roundabout at the State Route 49 and State Route 4 intersection and a traffic signal at State Route 49 and Francis Street.
- Alternative 4—Modified traffic signal at the State Route 49 and State Route 4 intersection and a single-lane roundabout at State Route 49 and Francis Street.
- No-Build Alternative—No improvements will be made.

All build alternatives propose a median island between State Route 4 and Francis Street along State Route 49, with a left-turn pocket for the Frog Jump Plaza shopping center and a median island opening for the Altaville Fire Department.

Complete Streets elements include sidewalks and bike lanes or shared-use paths along State Route 49 between Monte Verda Street and Baker Street. Mailboxes, signs, and commercial and residential driveways will be relocated or modified throughout the project limits. Additional right-of-way, temporary construction easements, and utility relocations will be required for this project.

Figure 1-1 Project Vicinity Map

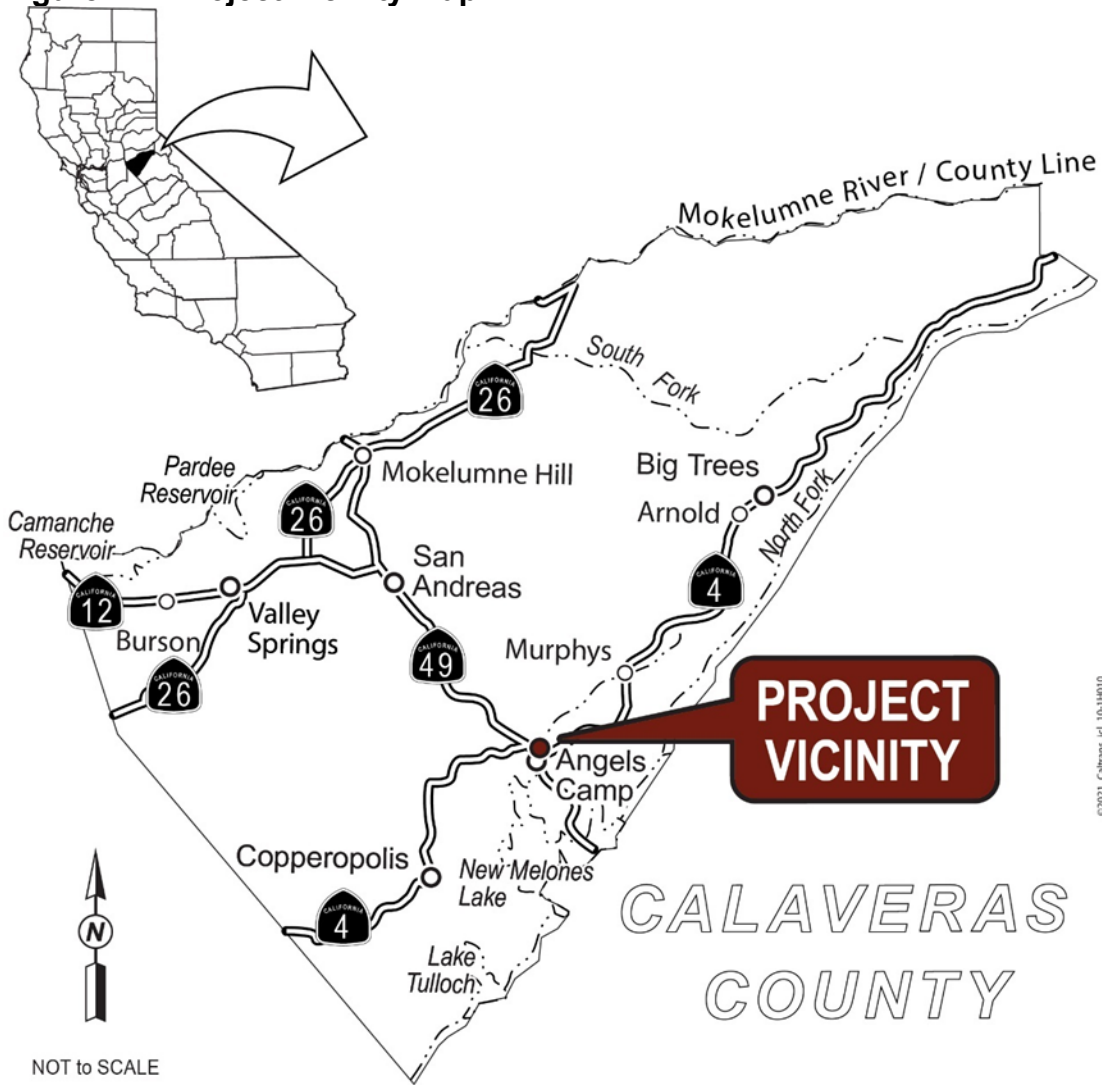
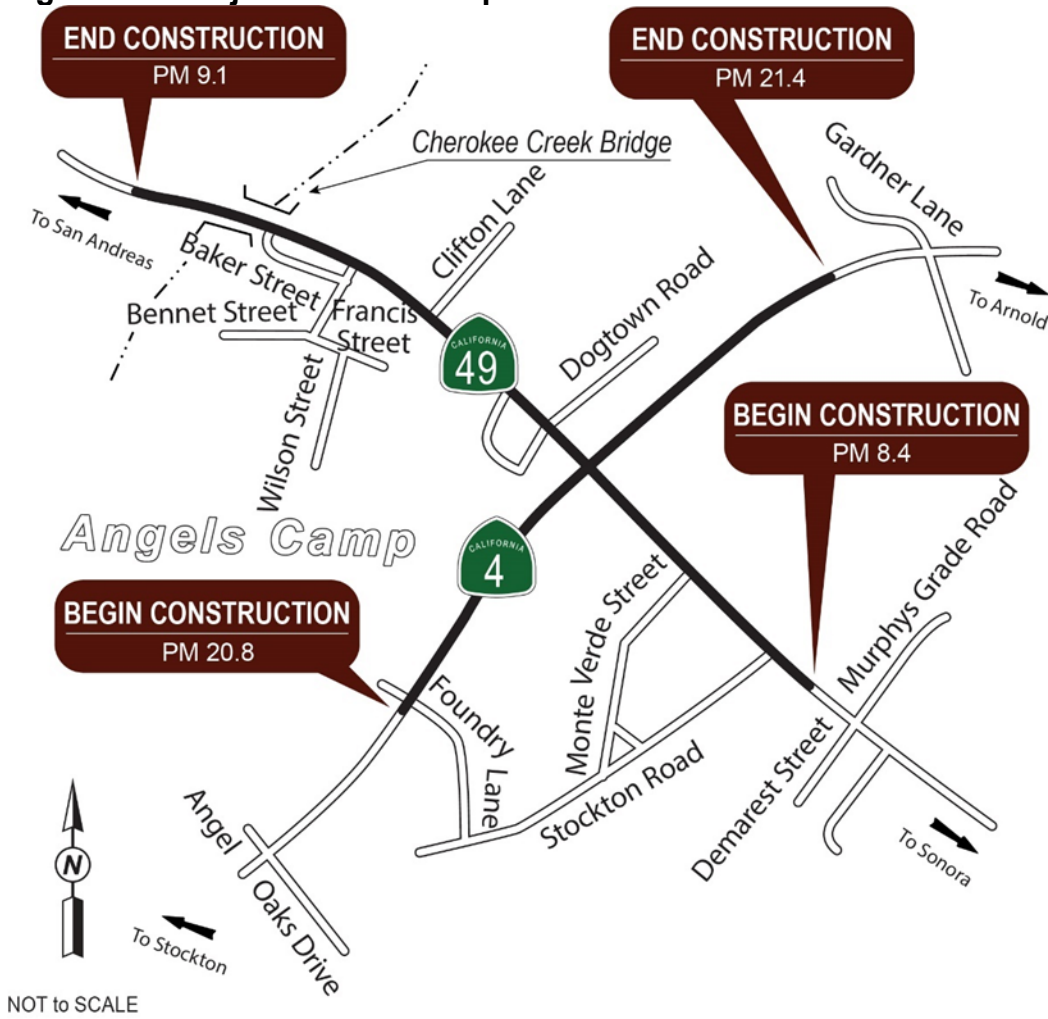


Figure 1-2 Project Location Map



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1.4 Project Alternatives

1.4.1 Build Alternatives

The following build alternatives are under consideration:

- Alternative 1 proposes a hybrid roundabout at the intersection of State Route 49 and State Route 4 and a single-lane roundabout at State Route 49 and Francis Street.
- Alternative 2 proposes a modified traffic signal at the intersection of State Route 49 and State Route 4 and a traffic signal at State Route 49 and Francis Street.
- Alternative 3 proposes a hybrid roundabout at the intersection of State Route 49 and State Route 4 and a traffic signal at State Route 49 and Francis Street.
- Alternative 4 proposes a modified traffic signal at the intersection of State Route 49 and State Route 4 and a single-lane roundabout at State Route 49 and Francis Street.

This project contains several 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 project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

Common Design Features of the Build Alternatives

All four build alternatives incorporate Complete Street elements to accommodate Class II bicycle lanes, pedestrian facilities, and driveway approaches along State Route 49 between the intersections of Monte Verda Street (post mile 8.54) and Baker Street (post mile 9.00). Also, the build alternatives will include a raised median along State Route 49, between the State Route 49 and State Route 4 intersection and the State Route 49 and Francis Street intersection, with left-turn pockets for northbound traffic on State Route 49 to access the Frog Jump Plaza and a median cut for the Fire Station. Utilities will be relocated for all four build alternatives. In addition, construction work will involve clearing, excavation, paving, and construction of new drainages. Temporary construction easements will be obtained where needed to construct the project improvements. Night work, traffic-handling measures, and detours may be required during construction.

1.4.2 No-Build (No-Action) Alternative

Under the no-build alternative, the roadways will stay as they are. Caltrans will not improve the State Route 49 and State Route 4 intersection, or the

State Route 49 and Francis Street intersection. No roadway, pedestrian, or bicycle improvements will be made.

1.5 Comparison of Alternatives

Each build alternative will make intersection, roadway, pedestrian, and bicycle improvements, with a combination of intersection improvements (roundabout or traffic signal) in various configurations.

1.5.1 Alternative 1

Alternative 1 will construct a hybrid roundabout at the State Route 4 and State Route 49 intersection and a single-lane roundabout at the State Route 49 and Francis Street intersection, with a raised median between the two roundabouts. The configuration of the hybrid roundabout at State Route 4 and State Route 49 accommodates a dedicated left lane and a combined left through lane, and a right-turn lane for the southbound direction; a shared left lane and through lane, and shared right lane and through lanes for the northbound and eastbound directions; and a shared left lane and through lane and a right-turn bypass lane for the westbound direction.

Both roundabouts accommodate Surface Transportation Assistance Act trucks (large trucks) along State Route 4 and State Route 49, including the U-turn maneuvers. The northern roundabout at Francis Street and Street “A” accommodates California-legal trucks on the local legs.

This alternative incorporates Complete Streets elements to accommodate bicycle and pedestrian facilities in the form of sidewalks and a Class II bike lane or shared-use paths. A retaining wall approximately 150 feet long along State Route 49 is proposed at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 1 requires the permanent acquisition of 3 full parcels (full takes) and 27 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 38 temporary construction easements are needed for project construction. Permanent acquisition of parcels will require full property take and demolition of any structures on the properties. Approximately 20 utility poles will be relocated. Estimated construction cost for Alternative 1 is \$9,428,600.

1.5.2 Alternative 2

Alternative 2 will modify the State Route 4 and State Route 49 intersection to include a dual left lane and a shared through and right-turn lane configuration for the southbound direction; left-turn channelization with one through lane

and a shared through lane and right-turn lane configuration for the northbound direction and eastbound direction; and left- and right-turn channelization with one through lane for the westbound direction.

The widened intersection will accommodate Surface Transportation Assistance Act truck turns and a utility truck for the U-turn from southbound State Route 49 to northbound State Route 49. This alternative will install a signal at the State Route 49 and Francis Street intersection and accommodate California-legal truck turns and a utility truck U-turn from northbound State Route 49 to southbound State Route 49. Similar to Alternative 1, this alternative provides a raised median between the two intersections and includes Complete Streets elements to accommodate bicycles and pedestrians. A retaining wall approximately 150 feet long along State Route 49 is proposed at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 2 requires the permanent acquisition of 2 full parcels (full takes) and 26 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 37 temporary construction easements will be needed for construction. The permanent acquisition of parcels requires full property take and demolition of any structures on the properties. Approximately 20 utility poles will be relocated. Estimated construction cost for Alternative 2 is \$9,216,000.

1.5.3 Alternative 3

Alternative 3 will construct a hybrid roundabout at the State Route 4 and State Route 49 intersection, similar to Alternative 1, and install a signal at the State Route 49 and Francis Street intersection, similar to Alternative 2. Similar to Alternative 1, this alternative provides a raised median between the two intersections and includes Complete Streets elements to accommodate bicycles and pedestrians. A retaining wall approximately 150 feet long along State Route 49 will be built at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 3 requires the permanent acquisition of 2 full parcels (full takes) and 31 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 39 temporary construction easements will be needed for construction. The permanent acquisition of parcels requires full property take and demolition of any structures on the properties. Approximately 20 utility poles will be relocated. Estimated construction cost for Alternative 3 is \$9,905,000.

1.5.4 Alternative 4

Alternative 4 will modify the State Route 4 and State Route 49 intersection, similar to Alternative 2, and the single-lane roundabout at the State Route 49 and Francis Street intersection, similar to Alternative 1. The modified signal changes the configuration of the intersection to accommodate a dual left and a shared through and right-turn lane configuration for the southbound direction, left-turn channelization with one through lane, and a shared through and right-turn lane configuration for the northbound direction and eastbound direction, and left- and right-turn channelization with one through lane for the westbound direction. Similar to Alternative 1, this alternative provides a raised median between the two intersections and includes Complete Streets elements to accommodate bicycles and pedestrians. A retaining wall approximately 150 feet long along State Route 49 will be built at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 4 requires the permanent acquisition of 3 full parcels (full takes) and 25 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 36 temporary construction easements will be needed for construction. The permanent acquisition of parcels requires full property take and demolition of any structures on the properties. Estimated construction cost for Alternative 4 is \$9,180,000.

1.5.5 Alternative 5 – No-Build Alternative

The No-Build (No-Action) Alternative will leave the intersections and roadways in their current state. No roadway, pedestrian, or bicycle improvements will be made. The No-Build (No-Action) Alternative will not meet the purpose and needs of the project.

1.6 Identification of a Preferred Alternative

This section on the preferred alternative has been added since the draft environmental document was circulated.

The Project Development Team met on March 10, 2023, and—based on the public comments received, input from the City of Angels Camp representatives, and current and future traffic operational needs in the project area—selected Alternative 1 (Roundabout on State Route 4 and State Route 49 and State Route 49 and Francis Street) as the preferred alternative to make the necessary roadway improvements and to fulfill the purpose and need of the project. Alternative 1, will accommodate all vehicle movements, including the Surface Transportation Assistance Act (large truck) turns and movements.

Under the California Environmental Quality Act (CEQA), no significant adverse impacts were identified from Alternative 1; therefore, Caltrans prepared this Mitigated Negative Declaration. Similarly, Caltrans, as assigned by the Federal Highway Administration, determined the National Environmental Policy Act (NEPA) action does not significantly impact the environment; therefore, Caltrans has issued a Finding of No Significant Impact for the project.

The No-Build (No-Action) Alternative would have left the intersection and roadways in its current state. No roadway, pedestrian, or bicycle improvements would have been made. The No-Build (No-Action) Alternative did not meet the purpose and need of the project.

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

The following section has been updated since the draft environmental document was circulated.

- Existing and Future Land Use—According to the 2020 City of Angels Camp General Plan, the project will not alter the existing or future land use designated for the City of Angels Camp.
- Consistency with State, Regional, and Local Plans and Programs—According to the 2019 Calaveras County General Plan and the 2020 City of Angels Camp General Plan, the project is consistent with regional transportation, growth, and community plans.
- Coastal Zone—The project is outside the coastal zone; therefore, the Coastal Zone Management Act will not apply (Caltrans Coastal Commission).
- Wild and Scenic Rivers—A review of the U.S. Fish and Wildlife Service National Wild and Scenic River System Map showed that there are no wild and scenic rivers within or near the project area (U.S. Fish and Wildlife Service).
- Parks and Recreational Facilities—No parks or recreational facilities will be impacted by the project (Community Impact Memo).
- Farmland—No farmlands are within the project study area (Farmland Mapping and Monitoring Program).
- Timberland—No commercially significant timberlands are within Angels Camp city limits (Angels Camp 2020 General Plan).
- Growth—The project is consistent with the 2021-2024 Calaveras County Regional Transportation Plan and the City of Angels Camp 2020 General Plan. The project will not influence growth beyond the expected goals in those plans.
- Community Character and Cohesion—According to the Community Impact Memo and the City of Angels Camp 2020 General Plan, the project is an intersection improvement project to alleviate traffic congestion and

will not affect the community's character and cohesion (Community Impact Memo).

- **Environmental Justice**—All four build alternatives are intersection improvement projects and will not cause disproportionately high and adverse effects on any minority or low-income populations. Caltrans found no minority or low-income population that will be adversely affected by the project. Therefore, this project is not subject to the provision of Executive Order 12989 (U.S. Census Data, CalEnviroScreen 4.0 (Community Impact Memo)).
- **Hydrology and Floodplain**—The project is outside a recognized floodplain and will not affect the local hydrology (Climate Change Greenhouse Gas Analysis Memo).
- **Water Quality and Stormwater Runoff**—Incorporating proper and accepted engineering practices and best management practices, the project will not have a significant impact on water quality during construction or its operation (Water Compliance Memo).
- **Geology, Soils, Seismicity, and Topography**—The project will not have any adverse impacts on geology, soils, seismicity, or topography (City of Angels Camp General Plan, California Department of Conservation 2010 Geologic Map).
- **Biological Environment**—The project will have no effect on natural communities, plant species, invasive species, wetlands, and other waters. The project will have a Section 7 No Effect Finding on all listed threatened and endangered species or critical habitat. (Biological Resources Evaluation, No Effect Memo). The U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration Fisheries Species List can be found in Volume 2 of this document.
- **Paleontological**—The project is in a highly disturbed area with many improvements. A review of departmental records indicates that this location has a low to no sensitivity for paleontological resources. Therefore, the likelihood of encountering significant paleontological resources is considered low (Paleontology Memo).
- **Energy**—The project will not result in significant impacts during construction or operation for wasteful, inefficient, or unnecessary consumption of energy (Energy Analysis Report Memo).
- **Noise**—The project was not identified as a Type 1 project that requires a noise analysis. The project will have no adverse traffic noise impacts. The project will be constructed in an urban setting and in accordance with Caltrans Standard Specifications Section 14-8 (Noise Compliance Study).

2.1 Human Environment

2.1.1 Relocations and Real Property Acquisition

Regulatory Setting

The Caltrans Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title 49 Code of Federal Regulations Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. See Appendix C for a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. See Appendix B for a copy of the Caltrans Title VI Policy Statement.

Affected Environment

A Relocation Impact Report dated August 5, 2022, was prepared for the project.

State Route 49 is a north-south route that travels along foothill communities in the Sierra Nevada Mountains. According to the California Department of Finance, the City of Angels Camp is the 440th largest city in California and the only incorporated city in Calaveras County. The project area lies in the City of Angels Camp, a foothill community that has a downtown commercial corridor surrounded mostly by single-family residences, with rural residences mixed in toward the outskirts of the city limits.

Environmental Consequences

Residential and Commercial Property Displacements

According to the Draft Relocation Impact Report dated August 5, 2022, Alternative 1 will impact four owner-occupied single-family residences; Alternative 2 will impact one owner-occupied single-family residence and one commercial property; Alternative 3 will impact two owner-occupied single-family residences; and Alternative 4 will impact three owner-occupied single-family residences and one commercial business. A detailed discussion for each alternative is discussed below.

Alternative 1—Hybrid roundabout at State Route 49 and State Route 4 intersection and a single-lane roundabout at State Route 49 and Francis Street intersection

The following paragraph has been updated since the draft environmental document was circulated to correct an address, changing 252 South Main Street to 252 North Main Street.

Four single-family residences will be affected by Alternative 1 in the City of Angels Camp. The design requires a full take of the three properties at 268 Francis Street (Assessor's Parcel Number 058-012-004), 20 South Main Street (Assessor's Parcel Number 058-015-010), and 79 South Main Street (Assessor's Parcel Number 058-017-012). A fourth property, at 252 North Main Street (Assessor's Parcel Number 058-010-006), is not considered a full take because the parcel is more than 20 acres and only approximately 0.2 acre is required for the project; however, the home on the property will be impacted.

The Draft Relocation Impact Report estimates that 12 people will be displaced by Alternative 1.

Alternative 2—Modified traffic signal at State Route 49 and State Route 4 intersection and a traffic signal at State Route 49 and Francis Street intersection

One single-family residence and one commercial business will be affected by Alternative 2 in the City of Angels Camp. The design requires the full take of the single-family residence at 79 South Main Street (Assessor's Parcel Number 058-017-012) and possibly a commercial business at 45 South Main Street (Assessor's Parcel Number 058-017-009).

Under Alternative 2, the Draft Relocation Impact Report estimates that 3 people in the single-family residence will be displaced, and approximately 1 to 20 employees may be affected by the relocation of the commercial business.

Alternative 3—Hybrid roundabout at State Route 49 and State Route 4 intersection and a traffic signal at State Route 49 and Francis Street intersection

Two single-family residences will be impacted by Alternative 3 in the City of Angels Camp. The design requires the full take of the single-family residences at 20 South Main Street (Assessor's Parcel Number 058-015-010) and 79 South Main Street (Assessor's Parcel Number 058-017-012).

Under Alternative 3, the Draft Relocation Impact Report estimates that 6 people will be displaced.

Alternative 4—Modified traffic signal at State Route 49 and State Route 4 intersection and single-lane roundabout at State Route 49 and Francis Street intersection

Three single-family residences and potentially one commercial business will be affected by Alternative 4 in the City of Angels Camp. The design requires the full take of the single-family residences at 268 Francis Street (Assessor's Parcel Number 058-012-004) and 79 South Main Street (Assessor's Parcel Number 058-017-012), and the commercial business at 45 South Main Street (Assessor's Parcel Number 058-017-009). The residential property at 252 South Main Street (Assessor's Parcel Number 058-010-006) is not considered

a full take because it is more than 20 acres and only approximately 0.2 acre is required for the project; however, the home on the property will be affected.

Under Alternative 4, the Draft Relocation Impact Report estimates that 9 people in the single-family residence will be displaced, and approximately 1 to 20 employees potentially could be affected by the relocation of the business.

Other properties may be temporarily affected by each alternative from construction-related activities for new driveways, fencing, signs, and utility relocations. For a detailed discussion of the residential and commercial properties affected by the project, see the Draft Relocation Impact Report, dated August 5, 2022.

Replacement Area

The Draft Relocation Impact Report looked at the surrounding areas of Calaveras County and described the relationship between the City of Angels Camp to the project area and how the project will affect residential and commercial properties. The report concluded that the housing stock in Calaveras County remains constant with the availability of single-family homes and manufactured homes for sale or rent. According to the California Department of Finance, there are 24,444 single-family homes in Calaveras County, 1,489 multiple-family units, and 2,107 mobile homes, for a total of 28,096 housing units. The median monthly rent is \$1,049. Approximately 68.4% (18,758 units) of the housing units are occupied, while 31.6% (8,664 units) are unoccupied. The medium house price in Calaveras County is \$340,000.

The Draft Relocation Impact Report found that comparable relocation resources may not be available within the City of Angels Camp at the time of displacement. In that case, those properties may have to relocate to a more rural part of the county. The report concluded the project will not significantly impact the local housing stock in the City of Angels Camp. Any impacts on the single-family residences will be handled through the Relocation Assistance Program (see Appendix C Summary of Relocation Benefits).

The Draft Relocation Impact Report looked at potential business sites that will be available for rent, purchase, or development within Calaveras County. The report found three manufacturing sites; three retail sites; three government sites; and seven service sites available for rent or purchase within the county.

The Draft Relocation Impact Report determined there will not be any issues finding replacement sites for the commercial business at 45 South Main Street with the benefits available in the Relocation Assistance Program (see Appendix C Summary of Relocation Benefits).

Current details on commercial and residential buildings affected by the project are based on the preliminary design. The final determination of the number of

residential and commercial properties affected by the project will be determined in the plans, specifications, and estimates phase and the right-of-way phase. An estimated timeframe of 18 to 28 months will be required to relocate all residences and businesses.

Demographics

The Draft Relocation Impact Report looked at the demographics of Calaveras County and identified various issues regarding the elderly, low-income, and minority populations:

- **Elderly**—Research shows that approximately 28.5% of the population within Calaveras County is over 64 years of age. Therefore, it is probable that there will be displacement of the elderly because of the project.
- **Low-Income Populations**—Research shows approximately 11.6% of Calaveras County is below the poverty level (U.S. Census Data). Therefore, it is likely that low-income residents will be displaced because of the project.
- **Minority Populations**—Approximately 12.6% of the population within Calaveras County is identified as a minority population (U.S. Census Data). Therefore, it is likely that minority populations may be displaced because of the project.

Any impacts on the elderly, low-income, or minority populations from the relocation of residential and commercial properties will be determined during the plans, specifications, and estimates phase of the project. If relocations are required due to right-of-way needs, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Caltrans Relocation Assistance Program will assist with the relocations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures have been identified at this time. Impacts on residential and commercial properties will be addressed during the plans, specifications, and estimates phase and the right-of-way phase of the project. Caltrans Relocation Assistance Program guidelines will be followed.

2.1.2 Utilities and Emergency Services

Affected Environment

After a review of available permits and as-built plans, field reviews, and discussion with the design and right-of-way branches, the following utilities were identified within the project area:

- Pacific Gas and Electric—natural gas
- Pacific Gas and Electric—overhead electrical

- AT&T—underground and aboveground telephone
- City of Angels Camp—water main and sewer lines
- Comcast—cable TV lines
- CalNet—underground conduits

Environmental Consequences

Utilities

The project is not expected to impact any water, sewer, or underground utilities. However, the project will have to move fire hydrants and associated underground piping to accommodate the Complete Streets elements (sidewalks, intersection improvements, and bike lanes). Also, aboveground utility poles may have to be relocated to accommodate the project's intersection and roadway improvements. Utility verification, conflicts, and required utility relocations and/or design avoidance measures will be developed during the plans, specifications, and estimates phase of the project.

Emergency Services

All four build alternatives will have temporary impacts on emergency services because of construction activities such as lane closures and detours. With the relocation of fire hydrants and associated underground piping, the project will have a temporary impact on emergency fire services. All temporary impacts on emergency services will be addressed through a traffic management plan. Caltrans will work with local agencies to address the concerns of emergency services during the project's construction.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures have been identified at this time. A utility relocation plan will be developed during the plans, specifications, and estimates phase of the project. Emergency services concerns will be addressed in the traffic management plan, which will be developed during the plans, specifications, and estimates phase of the project.

2.1.3 Traffic and Transportation/Pedestrian and Bicycle Facilities

Affected Environment

The District 10 Freeway and Highway Operations Branch completed a Traffic Operations Analysis Report, dated November 25, 2020, and Supplemental Traffic Operations Analysis Report, dated May 24, 2021, to analyze the signal and roundabout alternatives for the project.

Level of service is used in the traffic analysis. Level of service is a grading scale indicating the length of traffic delay for an identified intersection, as noted in Table 2-1.

Table 2-1 Level of Service for Intersections

Level of Service	Intersection Conditions	Delay in Seconds
A	No congestion	Less than 10-second delay
B	Little congestion	10- to 20-second delay
C	Moderate congestion	20- to 30-second delay
D	Increasing congestion	35- to 55-second delay
E	Congested	55- to 80-second delay
F	Stop and go	Greater than 80-second delay

The level of service was determined for each intersection alternative. For the analysis, the signal alternative was evaluated for 15 years, while the roundabout was evaluated for 20 years. In a supplemental analysis, a single-lane roundabout at State Route 49/Francis Street was evaluated for 15 years. The level of service was analyzed for morning and evening peak hours. The traffic operations analysis covered the Existing Year (2020), Opening Year (2027), and Design Year (2042) for each build alternative as well as the no-build alternative.

Environmental Consequences

The District 10 Freeway and Highway Operations Branch completed a Traffic Operations Analysis Report, dated November 25, 2020, and Supplemental Traffic Operations Analysis Report, dated May 24, 2021, and analyzed the roundabout and traffic signal alternative levels of service for the no-build, roundabouts (hybrid and single lane) and traffic signals. The analysis covered the four build alternatives with their various configurations and the associated level of service for the Existing Year (2020), Opening Year (2027), and Design Year (2042).

No-Build Alternative

State Route 49 and State Route 4 Intersection

The analysis determined the no-build alternative at the intersection of State Route 49 and State Route 4 will operate at an acceptable level of service. The level of service was C for both morning and evening peak hours for Opening Year (2027); level of service C/D for both morning and evening peak hours for Design Year (2042); and level of service C/D for both morning and evening peak hours for Design Year (2047). Although the analysis determined the no-build alternative will have an acceptable level of service for the 15- and 20-year design life, the analysis found that many of the intersection approaches will already be failing and affect nearby intersections and driveways.

State Route 49 and Francis Street Intersection

The analysis determined the no-build alternative at the intersection of State Route 49 and Francis Street will operate at an acceptable level of service A for both morning and evening peak hours for Opening Year (2027). However, the analysis determined the no-build alternative will have a level of service of A for

the morning peak hour but a level of service of F for the evening peak hour for Design Year (2042). Level of service scores for Design Year (2047) drop to B for the morning peak hours and F for the evening peak hour.

Build Alternatives

Traffic Signals

The analysis determined the modified traffic signal alternative at State Route 49 and State Route 4 will have a level of service B for the morning peak hours and a level of service C for the evening peak hours for the Opening Year (2027) and Design Year (2042).

The analysis determined the traffic signal alternative at State Route 49 and Francis Street will have a level of service A for both morning and evening peak hours for Opening Year (2027) and a level of service B for the morning peak hour and a level of service E for the evening peak hour for Design Year (2042). The relatively low score for the evening peak hour is a result of the anticipated northbound U-turn movements that are anticipated for the traffic signal alternative.

Roundabouts

The analysis determined the hybrid roundabout at the intersection of State Route 49 and State Route 4 will have a level of service A for both morning and evening peak hours for the Opening Year (2027) and a level of service A for the morning peak hour and level of service B for the evening peak hour for Design Year (2047).

The analysis determined the single-lane roundabout at the intersection of State Route 49 and Francis Street will have a level of service A for both morning and evening peak hours for the Opening Year (2027) and a level of service A for the morning peak hour and level of service B for the evening peak hour for Design Year (2042).

A 20-year analysis is usually performed for roundabouts, but the analysis determined the 20-year design for the roundabout will fail, so a 15-year analysis was performed for the single-lane roundabout.

Pedestrian and Bicycle Facilities

The project will include Complete Streets elements (sidewalks, bike lanes, or a shared-use path) along State Route 49 between Monte Verda Street and Baker Street.

Construction of any of the four build alternatives will reduce the number and severity of collisions. Adding additional traffic control will reduce traffic congestion, improve traffic circulation at the intersections of State Route 49 and Francis Street, and offer pedestrians and cyclists a safer experience.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for traffic and transportation/pedestrian and bicycle facilities. A traffic management plan will be developed during the plans, specifications, and estimates phase to address traffic handling during construction.

2.1.4 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 U.S. Code 4331[b][2]). To further emphasize this point, the Federal Highway Administration, in its implementation of the National Environmental Policy Act (23 U.S. Code 109[h]) directs that final decisions on projects are to be made in the best overall public interest, taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities” (California Public Resources Code Section 21001[b]).

California Streets and Highways Code Section 92.3 directs Caltrans to use drought-resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

Affected Environment

The project lies on State Route 49 between the intersections of Monte Verda Steet and Baker Street. State Route 49 through the project area is a two-lane conventional highway, characterized as the main street for the City of Angels Camp. The city sits in the western foothills of the Sierra Nevada Mountain Range and is one of the most frequently cited destinations for travel within Calaveras County. Travelers have views of the surrounding rolling hills covered with native vegetation in either direction, which provides a scenic backdrop. The landform is gently rolling terrain within the project limits. Land uses within the corridor are rural, retail commercial, light industrial, and residential. The project corridor contains mostly buildings, with areas of residential and commercial buildings.

The City of Angels Camp maintains a regulatory framework that applies to this project in the form of general plan goals and policies and an Oak Tree and Heritage Trees Preservation Ordinance. The City Oak Tree and Heritage Trees Preservation Ordinance states goals for maintaining and enhancing the city’s appearance in conjunction with four policies: promoting the city’s

character as viewed from major roadways; recognizing tree contribution to scenic value; establishing design standards for human-made elements that reflect the community and promote economic development; and encouraging and expanding vegetative cover. Implementation of the policies is the basis for a Vegetation and Oak Woodlands Management Program to retain select vegetation that helps define the city's character.

The General Plan—Policy 12A, Recreation identifies a goal of providing an acceptable supply of facilities that enhance opportunities, economy, design, visual quality, housing, natural resources, and cultural conservation across the city. In addition, two policies support the goal: (1) acquire and develop park and recreational facilities, and (2) encourage and expand vegetative cover.

The City Oak Tree and Heritage Trees Preservation Ordinance implements the general plan goals and policies by setting local development standards and approved mitigation strategies to protect oak woodlands and valuable natural resources within the city. The ordinance defines an “oak tree” as a *Quercus* species with a diameter at breast height of 9 inches or greater; a “heritage tree” is defined as a select tree species with a diameter at breast height of 24 inches or greater. If any oak or heritage trees are expected to be affected by development, the city ordinance requires that those affected trees be appropriately mitigated by either replacement onsite at a 2-to-1 ratio, replacement offsite at a 1-to-1 ratio, or compensation to the City of Angels Camp Oak Tree Preservation Fund. Caltrans has elected to contribute to the city's preservation fund to compensate for any impacts on oak or heritage tree species.

Environmental Consequences

Based on the Visual Impact Assessment dated October 6, 2022, the project, depending on the build alternative, will have an impact on trees that are covered by the City Oak Tree and Heritage Trees Preservation Ordinance. A large oak tree stands at 20 South Main Street (Assessor's Parcel Number 058-015-10). Because of its size and age, and based on discussions with the Caltrans design branch and the landscape architect, the oak tree will be avoided for all build alternatives.

Depending on the build alternative, the project will have potential impacts to other trees that qualify under the City Oak Tree and Heritage Tree Preservation Ordinance. Caltrans will make every effort to avoid affecting these trees by making roadway adjustments. If the trees cannot be avoided and the trees require removal, Caltrans will follow the City Oak Tree and Heritage Trees Preservation Ordinance and minimize any impacts by contributing to the City of Angels Camp Oak Tree Preservation Fund via in-lieu fees. Caltrans has identified the potential impact on oak or heritage trees for each build alternative (see the tables below). A complete analysis will be conducted during the plans, specifications, and estimates phase of the project to determine the number of trees affected.

Alternative 1

Under Alternative 1, approximately 25 trees of various species within the project area will qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 25 trees, 13 could be affected by the construction of Alternative 1. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, Caltrans will follow the City Oak Tree and Heritage Trees Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-2 shows the trees that could be affected by the construction of Alternative 1.

Table 2-2 Location of Tree Impacts for Alternative 1

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
53	058-018-002	115 South Main Street	Pine Tree	1
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Alternative 2

Under Alternative 2, approximately 20 trees of various species within the project area will qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 20 trees, 13 could be affected by the construction of Alternative 2. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, then Caltrans will follow the City Oak Tree and Heritage Trees Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-3 shows the trees that could be affected by the construction of Alternative 2.

Table 2-3 Location of Tree Impacts for Alternative 2

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
53	058-018-002	115 South Main Street	Pine Tree	1
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Alternative 3

Under Alternative 3, approximately 21 trees of various species within the project area will qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 21 trees, 13 could be affected by the construction of Alternative 3. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, then Caltrans will follow the City Oak Tree and Heritage Trees Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-4 shows the trees that could be affected by the construction of Alternative 3.

Table 2-4 Location of Tree Impacts for Alternative 3

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
53	058-018-002	115 South Main Street	Pine Tree	1
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Alternative 4

Under Alternative 4, approximately 25 trees of various species within the project area will qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 25 trees, 12 could be affected by the construction of Alternative 4. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, then Caltrans will follow the City Oak Tree and Heritage Tree Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-5 shows trees that could be affected by the construction of Alternative 4.

Table 2-5 Location of Tree Impacts for Alternative 4

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Visual Resource and Resource Change

The Visual Impact Assessment analyzed the project setting and assessed the visual character, visual quality, and resource changes before and after the

construction of the project. Caltrans has determined the project will not affect the eligible scenic status of the highway; however, the project will introduce noticeable visual changes to the environment that lessen the visual quality of the corridor. With the implementation of avoidance, minimization, and/or mitigation measures, the project will have a less than significant impact on the existing visual character, visual quality, or affected viewer groups.

For a detailed discussion of the parcel location, tree species, diameter, quantity, and avoidance and minimization recommendations, see the Visual Impact Assessment in Volume 2.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of the following avoidance, minimization, and/or mitigation measures will lessen visual impacts caused by the project to less than significant. Any impacts from the project on the loss of oak and/or heritage trees species will be mitigated to less than significant by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund, in accordance with the City Oak Tree and Heritage Trees Ordinance.

VIA 1—Avoid or mitigate per city ordinance for oak trees located in parcels #14, #17, and #85. These native oak trees have high aesthetic value. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 2—Avoid or mitigate per city ordinance oak trees in parcel #88. These trees are located at the end of the project limits. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 3—Avoid or mitigate per city ordinance oak trees in parcels #16, #56, and #88. These trees are very close to pavement, and avoidance may be possible in conjunction with selective pruning. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 4—Avoid or mitigate per city ordinance the pine tree in parcel #53. This tree is a heritage tree and has high aesthetic value. Any substantial damage to this tree would potentially cause a significant visual impact.

VIA 5—A rock blanket can be applied on the sidewalk, median, and roundabout to introduce natural stone colors to the gray concrete pavement.

VIA 6—Apply the architectural treatment on the vertical surface of the retaining wall.

VIA 7—Apply earth-colored stains on galvanized surfaces such as handrails, posts, and signs.

2.1.5 Cultural Resources

This section on cultural resources (2.1.5) has been added since the draft environmental document was circulated.

Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” The following laws and regulations deal with cultural resources.

The National Historic Preservation Act of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 Code of Federal Regulations 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans went into effect for Caltrans projects, both state and local, with Federal Highway Administration involvement. The Programmatic Agreement implements the Advisory Council on Historic Preservation regulations, 36 Code of Federal Regulation 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The Federal Highway Administration’s responsibilities under the Programmatic Agreement have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 U.S. Code 327).

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code Section 5024.1 established the California Register of Historical Resources and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the California Register of Historical Resources and, therefore, a historical resource. Historical resources are defined in Public Resources Code Section 5020.1(j). In 2014, Assembly Bill 52 added the term “tribal cultural resources” to the California Environmental Quality Act, and Assembly Bill 52 is commonly referenced instead of the California Environmental Quality Act when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or

mitigate effects to them). Defined in Public Resources Code Section 21074(a), a tribal cultural resource is a California Register of Historical Resources or local register eligible site, feature, place, cultural landscape, or object that has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in Public Resources Code Section 21083.2.

Public Resources Code Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the National Register of Historic Places listing criteria. It further requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with Public Resources Codes Section 5024 are outlined in a Memorandum of Understanding between Caltrans and the State Historic Preservation Officer, effective January 1, 2015. For most federal-aid projects on the State Highway System, compliance with the Section 106 Programmatic Agreement will satisfy the requirements of Public Resources Code Section 5024.

Affected Environment

The Caltrans Cultural Resources Branch studied potential impacts the project would have on cultural resources within the area of potential effect. Outreach was done with consulting parties and the public as well as local Native American groups and tribes and local historical societies. The findings of effect were discussed in the Historic Property Survey Report (September 23, 2021), Supplemental Historic Property Survey Report (April 29, 2022), and Historical Resources Evaluation Report (September 7, 2021). Caltrans reviewed potential historic property resources located within the City of Angels Camp and determined the properties evaluated were not eligible historic properties. In a letter dated December 8, 2021, the State Historic Preservation Officer concurred with the Caltrans determination that the resources discussed in the reports above are not eligible for listing in the National Register of Historic Places.

Environmental Consequences

According to the Historic Property Survey Report (September 23, 2021), Supplemental Historic Property Survey Report (April 29, 2022), and Historical Resources Evaluation Report (September 7, 2021), Caltrans determined the project will not have any significant impact or adverse effects to cultural resources within the project areas.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are proposed at this time.

2.2 Physical Environment

2.2.1 Hazardous Waste and Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases as they pertain to air quality, water quality, human health, and land use.

The main federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980, and the Resource Conservation and Recovery Act of 1976. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include the following:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement the Resource Conservation and Recovery Act in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and

emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts the disposal of wastes and requires the cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material are vital if it is found, disturbed, or generated during project construction.

Affected Environment

Caltrans will make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. Caltrans will modify the intersection of State Route 49 and State Route 4 with either a roundabout or signalized intersection. The project will also make intersection improvements at the intersection of State Route 49 and Francis Street.

The intersections of State Route 4 and State Route 49 and State Route 49 and Francis Street are surrounded by commercial properties and residential properties. A gas station sits at the northeast corner of the State Route 4 and State Route 49 intersection.

Environmental Consequences

The project may encounter aerially deposited lead, asbestos-containing material, lead-based paint, yellow thermoplastic/painted striping, treated wood waste, and soil potentially contaminated with petroleum hydrocarbons (fuel oil).

Aerially Deposited Lead

The project may encounter aerially deposited lead along the unpaved areas next to the highways. There is insufficient data to determine if the lead levels within the project area are above or below regulatory thresholds. Therefore, a project-specific aerially deposited lead soil survey in the unpaved areas will be conducted before construction. Any soil that contains lead above the regulatory limits will be disposed of according to state and federal regulations.

Asbestos-Containing Material

The project may encounter asbestos-containing material. Depending on the build alternative selected, several buildings may have to be demolished. Before demolition, each building will be sampled for asbestos-containing material. If any asbestos-containing material is detected, it will be disposed of according to state and federal regulations. The asbestos-containing material testing will be done by the right-of-way contractor prior to construction.

Lead-Based Paint

The project may encounter lead-based paint. Depending on the build alternative selected, several buildings may have to be demolished. Before demolition, each building will be sampled for lead-based paint. If any lead-based paint is detected, it will be disposed of according to state and federal regulations. The lead-based paint testing will be done by the right-of-way contractor prior to construction.

Striping

The project may remove yellow thermoplastic/painted striping and pavement markings, which are assumed to have high concentrations of lead. If the scope of work for this project requires road striping removal before cold-planing (scraping off the surface layer), then the Caltrans Standard Special Provision 14-11.12 will be added to the construction contract and the contractor will manage the removed striping and pavement marking as hazardous waste.

If the scope of work proposes to cold-plane the entire road surface, including any yellow paint/thermoplastic striping, and calculations show that the cold-planing residue will not be a hazardous waste, then the Caltrans Standard Special Provision 36-4 will be added to the construction contract and waste will be managed as construction debris.

Treated Wood Waste

The project may encounter treated wood waste during construction. Any treated wood that is encountered will be treated as hazardous waste and disposed of according to state and federal regulations. Caltrans Standard Special Provision 14-11.14 will be added to the construction contract.

With the implementation of best management practices and Caltrans Standard Special Provisions, any project-related construction activities will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Petroleum Hydrocarbon Contaminated Soil

Although no open leaking underground storage tank sites sit within the project footprint, an active gas station is at 36 North Main Street at the northeast corner of the State Route 4 and State Route 49 intersection. The gas station is not identified on any of the Geotracker or Envirostor databases. An Initial Site Assessment was completed on November 22, 2022. The Initial Site Assessment was based on a full take of the property and recommended that soil borings/samples be taken throughout the property and analyzed for total petroleum hydrocarbons, volatile organic compounds, metals, and polychlorinated biphenyls. The project footprint has since changed, and the property at 36 North Main Street will be avoided. However, to assess the

presence and magnitude of contamination in the soils next to the gas station, a Preliminary Site Investigation is required prior to construction.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of best management practices and Caltrans Standard Special Provisions, any impacts or effects from hazardous waste and materials will be less than significant.

2.2.2 Air Quality

Regulatory Setting

The Federal Clean Air Act, as amended, is the main federal law that governs air quality. The California Clean Air Act is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency and the California Air Resources Board, set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards. The national and state ambient air quality standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide, nitrogen dioxide, ozone, lead, sulfur dioxide, and particulate matter, broken down for regulatory purposes into particles of 10 micrometers or smaller (particulate matter 10) and particles of 2.5 micrometers and smaller (particulate matter 2.5). In addition, state standards exist for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

The national and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act. In addition to this environmental analysis, a parallel “conformity” requirement under the Federal Clean Air Act also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to the State Implementation Plan for attaining the National Ambient Air Quality Standards. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the National Ambient Air Quality Standards, and only for the specific National Ambient Air Quality Standards that are or were violated. U.S. Environmental Protection Agency regulations at 40 Code of Federal Regulations 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for National Ambient Air Quality Standards and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the National Ambient Air Quality Standards for carbon monoxide, nitrogen dioxide, ozone, particulate matter (particulate matter 10 and particulate matter 2.5) and, in some areas (although not in California), sulfur dioxide. California has nonattainment or maintenance areas for all of these transportation-related “criteria pollutants” except sulfur dioxide, and also has a nonattainment area for lead; however, lead is not currently required by the Federal Clean Air Act to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans and Federal Transportation Improvement Programs that include all transportation projects planned for a region over a period of at least 20 years for regional transportation plans and 4 years (for the Federal Transportation Improvement Programs). Regional Transportation Plans and Federal Transportation Improvement Programs conformity uses travel demand and emission models to determine if the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Federal Clean Air Act and the State Implementation Plan are met.

If the conformity analysis is successful, the Metropolitan Planning Organization, Federal Highway Administration, and Federal Transit Administration make the determinations that the Regional Transportation Plans and Federal Transportation Improvement Programs are in conformity with the State Implementation Plan for achieving the goals of the Federal Clean Air Act. Otherwise, the projects in the Regional Transportation Plans and/or Federal Transportation Improvement Programs must be modified until conformity is attained. If the design concept and scope and the “open-to-traffic” schedule of a proposed transportation project are the same as described in the Regional Transportation Plans and Federal Transportation Improvement Program, then the project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming Regional Transportation Plans and Transportation Improvement Plans; the project has a design concept and scope that has not changed significantly from those in the Regional Transportation Plans and Transportation Improvement Plans; project analyses have used the latest planning assumptions and Environmental Protection Agency-approved

emissions models; and in particulate matter areas, the project complies with any control measures in the State Improvement Plan. Additional analyses (known as hot-spot analyses) may be required for projects in carbon monoxide and particulate matter nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

State Route 49 is a two-lane rural conventional highway. State Route 4 is a two-lane expressway, also known as the Angels Camp Bypass with left- and right-turn channelization at the State Route 49 and State Route 4 intersection. At the intersection, the pavement cross-section consists of a northbound and southbound through lane and a two-way left-turn lane. Currently, the intersection is signalized.

According to the Air Quality Memo dated January 13, 2022, the project is in Calaveras County and a part of the Mountain Counties Air Basin. Calaveras County is under the jurisdiction of the Calaveras County Air Pollution Control District. Calaveras County is in nonattainment for the federal 8-hour ozone standard, unclassified for the federal particulate matter 10 standard, and unclassified/attainment for the federal particulate matter 2.5 standards. Calaveras County is in nonattainment for the state ozone and particulate matter 10 standards and unclassified for the state particulate matter 2.5 standards. The Mountain Counties Air Basin is not in violation of any National Ambient Air Quality Standards, and therefore is exempt from air conformity requirements.

Environmental Consequences

Greenhouse Gas

For each build alternative, construction will last 260 working days. Table 2-6 shows the estimated carbon dioxide emissions to construct each alternative per day.

Table 2-6 Carbon Dioxide Construction Emissions Per Alternative Per Day

Alternative Number	Alternative Description	Pounds of Carbon Dioxide Per Day
1	State Route 4 and State Route 49—Hybrid Roundabout, State Route 49 and Francis Street—Single-Lane Roundabout	320
2	State Route 4 and State Route 49—Modified Signal, State Route 49 and Francis Street—Traffic Signal	314
3	State Route 4 and State Route 49—Hybrid Roundabout, State Route 49 and Francis Street—Traffic Signal	327
4	State Route 4 and State Route 49—Modified Signal, State Route 49 and Francis Street—Single-Lane Roundabout	314

The operational climate change emissions do not need to be estimated because the project does not increase capacity.

The project is exempt from regional emissions analyses under 40 Code of Federal Regulations Section 93.127, Table 3 – “Intersection channelization projects.”

Alternatives 2 and 3 offer the best value in terms of both cost and carbon dioxide emissions per day. However, the difference between carbon dioxide emissions per day for each alternative is at most 13 pounds per day. While a roundabout would in theory reduce emissions by eliminating the need for idling and stop-and-go traffic, this is not evident in comparing Alternative 2 to Alternative 4, as shown in Table 2-6.

Project Standard Special Provisions

During construction, the project will generate air pollutants. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities will vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from the residents along the state right-of-way.

Standard Specifications

Caltrans Standard Specifications on dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are proposed at this time. With implementation of Caltrans Standard Specifications for air pollution control and dust control, as well as local ordinances, regulations, and statutes, the impacts on air quality will be less than significant.

2.3 Biological Environment

2.3.1 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts on wildlife. The U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service, and the California Department of Fish and

Wildlife are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. All other special-status animal species are discussed here, including California Department of Fish and Wildlife fully protected species and species of special concern, and U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration's National Marine Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600–1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

According to the Biological Resources Evaluation (No Effect) Memo, the project area falls within a mix of urban and undeveloped habitats with many intersections expanding onto or near oak woodlands and annual grasslands. Some of the annual grasslands can be used for grazing. There are trees within the project area that could provide potential nesting habitats for migratory birds. South of the State Route 4 and State Route 49 intersection, there is mostly urban habitat with minor ruderal grassland spaced around the existing roads.

Within the project area is Cherokee Creek to the northwest of the State Route 4 and State Route 49 intersection. The creek is classified as an emergent forested/shrub wetland in some parts and riverine in other parts. Riparian habitat is also present around parts of Cherokee Creek.

The project lies in an area with urban and undeveloped habitats; the intersections expand onto or near oak woodlands and annual grasslands. The project vicinity has a Mediterranean climate characterized by hot, dry summers and cool/cold, moist winters. Most of the rainfall occurs between November and April.

The project area sits within the "Upper Stanislaus" hydrologic unit and the "Upper Calaveras California" hydrologic unit. Although the project limits cross over Cherokee Creek near post mile 9.0 on State Route 49, no work will be done in the creek. A small freshwater pond sits at post mile R21.3, and another small freshwater pond is near post mile R21.4 on State Route 4. No

other creeks, streams, ponds, or wetlands are within the project limits or the environmental study limits.

Environmental Consequences

Caltrans staff reviewed lists of special-status plant and animal species and determined the project, with no habitat within the project footprint, will have no effect on any federally or state-listed plant or animal species.

Since no construction-related activities will occur near Cherokee Creek, the project will not have any impacts on wetlands or riparian habitats. Project construction will not occur in any jurisdictional stream or waterway. Caltrans determined no Clean Water Act Section 404 permit, Section 401 Certification, California Fish and Game Code Section 1600 Agreement, or consultation under the Federal Endangered Species Act or California Endangered Species Act will be required.

The Biological Resources Evaluation (No Effect) Memo found that trees in the project area could offer suitable habitat for migratory birds and raptors. Avoidance and minimization measures will be implemented to ensure migratory birds and raptors will not be impacted by the project.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of the following avoidance and minimization measures, impacts on migratory birds and raptors will be less than significant:

BIO 1—With Caltrans Standard Specifications 14-6.03B (Bird Protection) or similar provisions, project construction is not expected to result in the “take” (as defined by the Migratory Bird Treaty Act or as defined by California Fish and Game Code) of any migratory birds, raptors, or their active nests.

- For work that is scheduled between February 1 and September 30, a nesting migratory bird/nesting raptor survey will be performed 14 days before the proposed start date of any construction-related activities. Construction work will be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds.
- If activities fail to start within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can restart.

If nesting migratory birds or raptors are found during the preconstruction survey or during construction activities, the following Environmentally Sensitive Area buffers will be required in accordance with Measure 14-06.03B (Bird Protection) of the Caltrans 2018 Standard Specification and/or Special Provisions:

- If any active migratory bird nest is observed, a 100-foot Environmentally Sensitive Area buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.
- If an active raptor nest is observed, a 300-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed. If the scope of the project changes, then additional biological studies may be required.

It is anticipated that project construction occurring between October 1 and January 31 will not conflict with nesting migratory birds or raptors and will not require preconstruction nesting bird surveys or tree removal monitoring for nesting birds.

2.3.2 Construction Impacts

Affected Environment

Construction (short-term) impacts for the project will cause temporary impacts on the following: air quality, biological resources, utilities, emergency services, hazardous waste and materials, and noise.

These impacts will be addressed using standardized measures, including best management practices, that will be added to the construction contract, as discussed below.

Environmental Consequences

Air Quality

According to the Air Quality Memo dated January 13, 2022, during construction, the project will generate air pollutants. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants will be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities will vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from residents along the state right-of-way.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control," require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017. With the implementation of best management practices and Caltrans Standard Conditions, any impacts will be minimized.

Biological Resources

According to the Biological Resources Evaluation (No Effect) Memo dated December July 13, 2022, construction activities could disturb migratory birds and raptors. With the implementation of following Caltrans 2018 Standard Specification, any impacts to migratory birds or raptors will be minimized.

- With Caltrans Standard Specification 14-6.03B (Bird Protection) or similar provisions, project construction is not expected to result in the “take” (as defined by the Migratory Bird Treaty Act or as defined by California Fish and Game Code) of any migratory birds, raptors, or their active nests.
 - For work that is scheduled between February 1 and September 30, a nesting migratory bird/nesting raptor survey will be performed 14 days before the proposed start date of any construction-related activities. Construction work will be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds.
 - If activities fail to start within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can restart.
- If nesting migratory birds or raptors are found during the preconstruction survey or during construction activities, the following Environmentally Sensitive Area (ESA) buffers will be required in accordance with Measure 14-06.03B (Bird Protection) of the Caltrans 2018 Standard Specification and/or Special Provisions:
 - If any active migratory bird nest is observed, a 100-foot Environmentally Sensitive Area buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.
 - If an active raptor nest is observed, a 300-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed.

Utilities and Emergency Services

The project will move fire hydrants and associated underground piping to accommodate Complete Streets elements (sidewalks, intersection improvements, and bike lanes). Any identified aboveground utility poles will be relocated to accommodate the project’s intersection and roadway improvements.

A utility relocation plan will be developed during the plans, specifications, and estimates phase for the project. Emergency services concerns will be addressed in the traffic management plan, which will be developed during the plans, specifications, and estimates phase of the project.

Hazards Waste and Materials

The project may encounter aerially deposited lead, asbestos-containing material, lead-based paint, yellow striping, treated wood waste, and soil potentially contaminated with petroleum hydrocarbons (fuel oil). With the implementation of the following Caltrans Special Provisions, any impacts from the use, transport, or disposal of hazardous waste or materials will be minimized:

- Caltrans Standard Special Provision 14-11.12 *Removal of Yellow Traffic Striping and Pavement Markings*
- Caltrans Standard Special Provision 14-11.14-*Treated Wood Waste*
- Caltrans Standard Special Provision 36-4 *Residue Containing Lead*

Noise

According to the Noise Compliance Study dated July 13, 2022, the project will generate intermittent construction-related noise. With implementation of Caltrans Standard Specifications, any noise impacts will be minimized:

- Caltrans Standard Specifications Section 14-8 “Noise Control”

Implementing the following measures will minimize temporary noise impacts from construction:

- Do not exceed 86 decibels at maximum sound levels at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of the above best management practices and Caltrans Standard Specifications, any temporary construction-related impacts and/or adverse effects will be minimized.

2.3.3 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural

cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under the California Environmental Quality Act can be found in Section 15355 of the California Environmental Quality Act Guidelines. A definition of cumulative impacts under the National Environmental Policy Act can be found in 40 Code of Federal Regulations Section 1508.7.

Affected Environment

State Route 49 is a north-south route that travels along foothill communities in the Sierra Nevada Mountains. The project area is in the City of Angels Camp, which is a foothill community that has a downtown commercial corridor surrounded mostly by single-family residences.

The City of Angels Camp is well known for its Calaveras County Jumping Frog Jubilee and Mark Twain Festival. Other well-known activities include wine tasting, hiking trails, boating, and fishing activities. The city has numerous commercial properties, covering a wide range of retail activities. The project lies at the intersection of State Route 49 and State Route 4 and State Route 49 and Francis Street. The project will make intersection, roadway, pedestrian, and bicycle improvements within the project area.

Caltrans reviewed the past, present, and reasonably foreseeable future actions, combined with the potential impacts of the project, and determined what impacts the project will have on the community, such as changes in community character, traffic patterns, housing availability, and employment.

Environmental Consequences

The resources that were identified and reviewed for cumulative impact analysis were residential single-family housing, commercial properties, and visual resources. These resources were identified in the Relocation Impact Report dated August 5, 2022, and the Visual Impact Analysis dated October 6, 2022.

The Cumulative Impact Analysis Memo dated October 10, 2022 determined the project will not have a significant cumulative impact on residential single-family housing, commercial properties, or visual resources when reviewed with past, present, and reasonably foreseeable future actions. Caltrans found approximately 5 projects that have occurred or will occur within the project

area and determined these projects are roadway, pedestrian, and broadband connectivity projects that will not have any significant cumulative impacts on residential, commercial, or visual resources within the region.

Avoidance, Minimization, and/or Mitigation Measures

Impacts related to single-family residential and commercial properties will be minimized through the Caltrans Relocation Assistance Program. Further discussions on impacts to single-family residential and commercial properties can be found in Section 2.1.1 of this document. Impacts on visual resources will be minimized through the implementation of avoidance, minimization, and/or mitigation measures discussed in Section 2.1.4 of this document. The Cumulative Impact Analysis can be found in Volume 2 of this document.

Chapter 3 **CEQA Evaluation**

3.1 Determining Significance Under CEQA

The project is a joint project by Caltrans and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). For ease of use, the acronyms NEPA and CEQA will be used in this chapter instead of spelling out the longer names. The Federal Highway Administration’s responsibilities for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code Section 327 (23 U.S. Code 327) and the Memorandum of Understanding dated May 27, 2022, and executed by the Federal Highway Administration and Caltrans. Caltrans is the lead agency under NEPA and CEQA.

One of the main differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (the project) as a whole has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental document.

CEQA, on the other hand, requires Caltrans to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of “mandatory findings of significance,” which also require the preparation of an Environmental Impact Report. There are no types of actions under NEPA that parallel the findings of the mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the 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.

3.2.1 Aesthetics

CEQA Significance Determinations for Aesthetics

According to the Visual Impact Assessment dated October 6, 2022, the following significance determinations were made.

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact—The project is not near a scenic vista and therefore will not have a substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact With Mitigation Incorporated—The project lies on an eligible scenic highway. Depending on the alternative, the project will have an impact on trees that are covered by the City Oak Tree and Heritage Tree Preservation Ordinance. In the project area, 25 trees qualify under this ordinance; of those, up to 13 trees will be affected by construction.

As discussed in Section 2.1.4 of this document, the project will have an impact on visual aesthetics from the loss of trees. With implementation of the avoidance, minimization, and mitigation measures discussed in Section 2.1.4, any impacts from the loss of oak and heritage trees will be less than significant.

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?

No Impact—The project is in an urbanized area and will not conflict with applicable zoning and other regulations governing scenic quality.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact—The project will not create a new source of substantial light or glare that will adversely affect day or nighttime views in the area.

3.2.2 Agriculture and Forest Resources

CEQA Significance Determinations for 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.

Would the project:

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?

No Impact—According to the California Department of Conservation Important Farmland Finder Database, the project will not 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) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact—According to the City of Angels General Plan 2020, the project will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) Conflict with existing zoning for, 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))?

No Impact—The project will not conflict with existing zoning for, 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)).

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact—The project is within the City of Angels Camp and will not result in the loss of forest land or conversion of forest land to a non-forest use.

e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact—The project will not involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use.

3.2.3 Air Quality

CEQA Significance Determinations for 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. Based on the Air Quality Memo dated January 13, 2022, the following significance determinations were made:

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact—The project will not conflict with or obstruct the implementation of the applicable air quality plan.

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?

Less Than Significant Impact—According to the Air Quality Memo dated January 13, 2022, the project will generate construction-related carbon dioxide emissions. Alternative 1 is estimated to generate 320 pounds of carbon dioxide per day. Alternatives 2 and 4 are estimated to generate 314 pounds of carbon dioxide per day. Alternative 3 is estimated to generate 327 pounds of carbon dioxide per day.

During construction, the project will generate air pollutants. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants will be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities will vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from the residents along the state right-of-way.

Caltrans Standard Specifications on dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017. With the implementation of Caltrans Standard Specifications, any impacts on air quality will be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

No Impact—The project will not expose sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact—The project will not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.2.4 Biological Resources

CEQA Significance Determinations for Biological Resources

Based on the Biological Resources Evaluation (No Effect) Memo dated July 13, 2022, the following significance determinations were made:

Would the project:

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 and Atmospheric Administration Fisheries?

No Impact—The project will not 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 and Atmospheric Administration Fisheries.

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?

No Impact—The project will not 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.

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?

No Impact—The project will not 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.

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?

Less Than Significant Impact—Within the project area, some trees could be used as potential nesting habitats for migratory birds and raptors. To minimize any impact on migratory birds and raptors, avoidance, and minimization measures will be implemented to ensure migratory birds, raptors, and their habitats will not be affected by the project. A detailed discussion of the avoidance and minimization measures can be found in Section 2.3.1 of this document or Appendix D—Avoidance, Minimization, and/or Mitigation Measures.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact—The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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?

No Impact—The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.2.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Based on the Historical Property Survey Report dated September 23, 2021, and the Amended Historical Property Survey Report dated April 29, 2022, the following significance determinations were made:

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact—The project will not cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact—The project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact—The project will not disturb any human remains, including those interred outside of dedicated cemeteries.

3.2.6 Energy

CEQA Significance Determinations for Energy

Based on the Energy Analysis Report Memo date July 15, 2022, the following significance determinations were made:

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact—The project will not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact—The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3.2.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Based on a review of the Alquist-Priolo Earthquake Faulting Zone Map, Divisions of Mines and Geology Special Publication 42, and the Paleontological Memorandum dated December 28, 2021, the following significance determinations have been made:

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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.

No Impact—The project location will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

ii) Strong seismic ground shaking?

No Impact—The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

No Impact—The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact—The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact—The project will not result in substantial soil erosion or loss of topsoil.

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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact—The project is not on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact—The project is not on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

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?

No Impact—The project will not 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.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact—The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.2.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Based on the Climate Change/Greenhouse Gas Analysis Memo dated February 17, 2022, the following significance determinations were made:

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact—According to the Climate Change Greenhouse Gas Analysis dated February 17, 2022, each alternative will generate construction greenhouse gas emissions. The emissions calculations were determined by using the Caltrans Construction Emissions Tool (CALCET v1.1). The project’s construction activities are expected to generate the following levels of carbon dioxide for each build alternative during the estimated 260 working days of the project:

- Alternative 1—approximately 320 pounds of carbon dioxide per day
- Alternative 2—approximately 314 pounds of carbon dioxide per day
- Alternative 3—approximately 327 pounds of carbon dioxide per day
- Alternative 4—approximately 314 pounds of carbon dioxide per day

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7 1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all Air Resources Board emissions reduction regulations, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions that reduce construction vehicle emissions, also help reduce greenhouse gas emissions.

While the project will result in greenhouse gas emissions during construction, it is anticipated that the project will not increase operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. With implementation of construction greenhouse gas reduction measures, the impact will be less than significant.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact—The project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.2.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Based on the Hazardous Waste Initial Site Assessment dated, July 29, 2022, the following significance determinations were made:

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact—The project may encounter aerially deposited lead, asbestos-containing material, lead-based paint, yellow striping, and treated wood waste.

Aerially Deposited Lead

The project may encounter aerially deposited lead along the unpaved areas next to the highways. There is insufficient data to determine if the aerially deposited lead levels within the project area are above or below regulatory thresholds. Therefore, a project-specific aerially deposited lead soil survey in the unpaved areas will be conducted before construction. Any soil that contains lead above the regulatory limits will be disposed of according to state and federal regulations.

Asbestos-Containing Material

The project may encounter asbestos-containing material. Depending on the alternative selected, several buildings may have to be demolished. Prior to demolition, each building will be sampled for asbestos-containing material. If any asbestos-containing material is detected, it will be disposed of according to state and federal regulations. The asbestos-containing material testing will be done by the right-of-way contractor prior to construction.

Lead-Based Paint

The project may encounter lead-based paint. Depending on the alternative selected, several buildings may have to be demolished. Prior to demolition, each building will be sampled for lead-based paint. If any lead-based paint is detected, it will be disposed of according to state and federal regulations. Lead-based paint testing will be done by the right-of-way contractor prior to construction.

Striping

The project may remove yellow thermoplastic/painted striping and pavement markings, which are assumed to have high concentrations of lead, present in the project area. If the scope of work for this project requires striping removal before cold planing (scraping off the surface layer), then Caltrans Standard Special Provision 14-11.12 will be added to the construction contract and the contractor will manage the removed stripe and pavement marking as hazardous waste.

If the scope of work proposes to cold-plane the entire road surface, including any yellow paint/thermoplastic striping and calculations show that the cold-planing residue will not be a hazardous waste, then the Caltrans Standard

Special Provision 36-4 will be added to the construction contract and waste will be managed as construction debris.

Treated Wood Waste

The project may encounter treated wood waste during construction. Any treated wood that is encountered will be treated as hazardous waste and disposed of according to state and federal regulations. Caltrans Standard Special Provision 14-11.14 will be added to the construction contract.

Petroleum Hydrocarbon-Contaminated Soil

Although no open leaking underground storage tank sites sit within the project footprint, an active gas station is at 36 North Main Street at the northeast corner of the State Route 4 and State Route 49 intersection. The gas station was not found in the Geotracker or Envirostor databases. An Initial Site Assessment, completed on November 22, 2021 was based on a full take of the property and recommended that soil borings/samples be taken throughout the property and analyzed for total petroleum hydrocarbons, volatile organic compounds, metals, and polychlorinated biphenyls. The project footprint has since changed, and the property at 36 North Main Street will be avoided. However, to assess the presence and magnitude of contamination in the soil next to the gas station, a Preliminary Site Investigation is required before construction.

With implementation of best management practices and Caltrans Standard Special Provisions, any project construction activities will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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?

No Impact—The project will not 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.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact—The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

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?

Less Than Significant Impact—The project sits next to a gas station at the intersection of State Route 4 and State Route 49. Caltrans has not been able to determine the extent of contamination, if any, that may have migrated into the project area. To assess the presence and magnitude of contamination in the soils next to the gas station, a Preliminary Site Investigation is required prior to construction.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?

No Impact—The project is not within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and will not result in a safety hazard or excessive noise for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact—The project will not impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact—The project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

3.2.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Based on the Water Compliance Memo dated July 1, 2021, the following significance determination were made:

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?

No Impact—The project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact—The project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge so that the project will impede sustainable groundwater management of the basin.

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?

No Impact—The project will not 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 that will result in substantial erosion or siltation onsite or offsite.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

No Impact—The project will not 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 that will substantially increase the rate or amount of surface runoff in a manner which will result in flooding onsite or offsite.

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?

No Impact—The project will not 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 that will create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv) Impede or redirect flood flows?

No Impact—The project will not 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 that will impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact—The project is not in a flood hazard, tsunami, or seiche zone, and will not risk releasing pollutants due to project inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact—The project will not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan.

3.2.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Based on the Community Impact Assessment Memo dated September 26, 2022, the following significance determinations were made:

Would the project:

a) Physically divide an established community?

No Impact—The project is an intersection improvement project and will not physically divide an established community.

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?

No Impact—According to the City of Angels Camp 2020 General Plan, the project will not 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.

3.2.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

Would the project:

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?

No Impact—According to the City of Angels Camp 2020 General Plan, the project will not 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) 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?

No Impact—The intersection improvement project will not 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.

3.2.13 Noise

CEQA Significance Determinations for Noise

Based on the Noise Compliance Study dated July 13, 2022, the following significance determinations were made:

Would the project result in:

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?

No Impact—The project will not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Impact—The project will not generate excessive groundborne vibration or groundborne noise levels.

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 two 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?

No Impact—The project is not near a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and will not expose people residing or working in the project area to excessive noise levels.

3.2.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Based on the Community Impact Assessment Memo dated September 26, 2022, the following significance determinations were made:

Would the project:

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)?

No Impact—The project is an intersection improvement project and will not induce substantial unplanned population growth in an area, either directly or indirectly.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact—The project will not displace substantial numbers of existing people or housing, and will not require construction of replacement housing elsewhere.

3.2.15 Public Services

CEQA Significance Determinations for Public Services

Based on the Community Impact Assessment Memo dated September 26, 2022, the following determinations were made:

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?

No Impact—The project will not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or fire protection.

Police protection?

No Impact—The project will not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or police protection.

Schools?

No Impact—The project will not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or schools.

Parks?

No Impact—The project will not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or parks.

Other public facilities?

No Impact—The project will not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or other public facilities.

3.2.16 Recreation

CEQA Significance Determinations for Recreation

Based on the Community Impact Assessment Memo dated September 26, 2022, the following significance determinations were made:

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?

No Impact—The project will not increase the use of existing neighborhood and regional parks or other recreational facilities so that substantial physical deterioration of the facility will occur or be accelerated.

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?

No Impact—The project will not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

3.2.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact—All build alternatives incorporate Complete Streets elements to accommodate Class II bicycle lanes, pedestrian facilities, and driveway approaches and will not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact—The project will not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (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)?

No Impact—The project will not substantially increase hazards due to a geometric design feature or incompatible uses.

d) Result in inadequate emergency access?

Less than Significant Impact—All four build alternatives will have temporary impacts on emergency services from construction activities, such as lane closures and detours. With the relocation of fire hydrants and associated underground piping, the project will have a temporary impact on emergency fire services. All temporary impacts to emergency services will be addressed through the traffic management plan. Caltrans will work with local agencies to address the concerns of emergency services during project construction.

3.2.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources

Based on the Historical Property Survey Report dated September 23, 2021, 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:

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)?

No Impact—The project will not 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, or 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 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).

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 I of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision 1 of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact—The project will not 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 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 1 of Public Resources Code Section 5024.1.

3.2.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

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?

Less than Significant Impact—The project will not affect any water, sewer, or underground utilities. However, the project will have to move fire hydrants and associated underground piping to accommodate Complete Streets elements (sidewalks, intersection improvements, and bike lanes). Aboveground utility poles may need to be relocated for the project's intersection and roadway improvements. Utility verification, conflicts, and required utility relocations and/or design avoidance measures will be developed during the plans, specifications, and estimates phase of the project.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact—The project will have sufficient water supplies available to serve the project and any reasonably foreseeable future development during normal, dry, and multiple dry years.

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?

No Impact—The project will not impact the wastewater treatment provider's existing commitments.

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?

No Impact—The project will not 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.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact—The project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.2.20 Wildfire

CEQA Significance Determinations for Wildfire

Based on the Wildfire Severity Analysis Memo dated August 2, 2021, the following significance determinations were made:

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact—The project will not impair an emergency response plan or emergency evacuation plan.

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?

No Impact—The project will not (due to slope, prevailing winds, and other factors) exacerbate wildfire risks, and will not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a 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?

No Impact—The project will not require installation or maintenance of associated infrastructure (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.

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?

No Impact—The project will not 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.

3.2.21 Mandatory Findings of Significance

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?

Less Than Significant Impact With Mitigation Incorporated—With the implementation of avoidance, minimization, and/or mitigation measures discussed in this document, the project will not 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) 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.)

No Impact—The project will not have impacts that are individually limited, but cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact—With implementation of avoidance and minimization measures discussed in this document, the project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

3.3 Wildfire

Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the “CEQA Checklist” for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

Affected Environment

According to the Caltrans District 10 Climate Change Vulnerability Assessment, Calaveras County has approximately 147 miles of roadway that are exposed to medium, high, or very high wildfire risk. Over time, the risk of wildfire will increase along these corridors. The project is near a local responsibility area—a very high hazard severity zone at Francis Street where the intersection improvements are located. The project limits are in a Local Responsibility Area under Angel’s Camp Fire District.

Environmental Consequences

Caltrans has determined the scope of the project will not affect any fire hazard severity zones in the area. With implementation of Caltrans Standard Specification 7-1.02M(2) Fire Protection and best management practices, Caltrans has determined the project will not impair an emergency response plan; not have the potential to exacerbate wildfire risk; not install infrastructure that could exacerbate wildfire risk, nor expose people or structures to wildfire risk.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Specification 7-1.02M(2) Fire Protection will be implemented to minimize the risk of wildfire.

3.4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth’s climate system. An ever-

increasing body of scientific research attributes these climatological changes to greenhouse gas emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to greenhouse gas emissions reduction and climate change research and policy. These efforts are mainly concerned with the emissions of greenhouse gases generated by human activity, including carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. Carbon dioxide is the most abundant greenhouse gas; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional human-generated carbon dioxide.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing greenhouse gas emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

3.4.1 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source greenhouse gas reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and greenhouse gas emissions reduction at the project level.

The National Environmental Policy Act (42 U.S. Code Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. The Federal Highway Administration, therefore, supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development, design, and operations and maintenance practices (FHWA 2019). This approach

encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability” (FHWA no date). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been made at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 U.S. Code Section 6201) and Corporate Average Fuel Economy Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy program based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. Environmental Protection Agency in conjunction with the National Highway Traffic Safety Administration is responsible for setting greenhouse gas emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence greenhouse gas emissions.

State

California has been innovative and proactive in addressing greenhouse gas emissions and climate change by passing multiple Senate and Assembly bills and executive orders including, but not limited to, the following:

Executive Order S-3-05 (June 1, 2005): The goal of this order is to reduce California’s greenhouse gas emissions to (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and Senate Bill 32 in 2016.

Assembly Bill 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: This bill codified the 2020 greenhouse gas emissions reduction goals outlined in Executive Order S-3-05, while further mandating that the California Air Resources Board create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of

greenhouse gases.” The Legislature also intended that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020 (Health and Safety Code Section 38551(b)). The law requires the California Air Resources Board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas reductions.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard for California. Under this order, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. The California Air Resources Board re-adopted the low carbon fuel standard regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor’s 2030 and 2050 greenhouse gas reduction goals.

Senate Bill 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization for each region must then develop a “Sustainable Communities Strategy” that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State’s long-range transportation plan to identify strategies to address California’s climate change goals under Assembly Bill 32.

Executive Order B-16-12 (March 2012): This order requires State entities under the direction of the governor, including the California Air Resources Board, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015): This order establishes an interim statewide greenhouse gas emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of greenhouse gas emissions to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. It also directs the California Air Resources Board to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent. Greenhouse gases differ in how much heat each trap in the atmosphere (global warming potential). Carbon dioxide is the most important greenhouse

gas, so amounts of other gases are expressed relative to carbon dioxide, using a metric called “carbon dioxide equivalent.” The global warming potential of carbon dioxide is assigned a value of 1, and the global warming potential of other gases is assessed as multiples of carbon dioxide. Finally, it requires the Natural Resources Agency to update the State’s climate adaptation strategy, *Safeguarding California*, every three years, and to ensure that its provisions are fully implemented.

Senate Bill 32, Chapter 249, 2016: This bill codifies the greenhouse gas reduction targets established in Executive Order B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Senate Bill 1386, Chapter 545, 2016: This bill declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state’s greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

Assembly Bill 134, Chapter 254, 2017: This bill allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

Senate Bill 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to the California Environmental Quality Act from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state’s goals of reducing greenhouse gas emissions and traffic-related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

Senate Bill 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires the California Air Resources Board to prepare a report that assesses progress made by each metropolitan planning organization in meeting its established regional greenhouse gas emission reduction targets.

Executive Order B-55-18 (September 2018): This order sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing greenhouse gas emissions.

Executive Order N-19-19 (September 2019): This order advances California’s climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce greenhouse gas emissions from the transportation sector. It orders a focus on transportation investments near

housing, managing congestion, and encouraging alternatives to driving. This order also directs the California Air Resources Board to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

3.4.2 Environmental Setting

The project sits along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. The project is within the City of Angels Camp, with mainly residential, commercial, and industrial facilities. State Route 49 and State Route 4 are rural transportation routes through the project area for both passenger and commercial vehicles.

Calaveras County is a rural county where traffic counts are low, and State Route 49 and State Route 4 are rarely congested. The Calaveras Council of Governments updates the Calaveras County Regional Transportation Plan, which guides transportation development. The Calaveras County General Plan, City of Angels Camp General Plan, and Regional Transportation Plan address greenhouse gas issues and causes. These plans recognize and develop methods to reduce greenhouse gas sources. According to the Calaveras County Regional Transportation Plan: “Overall traffic volumes on Calaveras County state highways have generally decreased in the last ten years, with the exception of near the Stanislaus County line and Vallecito. As such, the Calaveras County region is not a significant contributor to greenhouse gas emissions. Regardless, this Regional Transportation Plan identifies improvements to bicycle and pedestrian facilities that will encourage residents and visitors to use alternatives to the private vehicle for transportation, thereby helping to reduce greenhouse gas emissions.”

The project is listed in the 2021 Federal Statewide Transportation Improvement Program Rural Non-Metropolitan Areas and grouped under the Safety Improvements State Highway Operation and Protection Program Mobility Program.

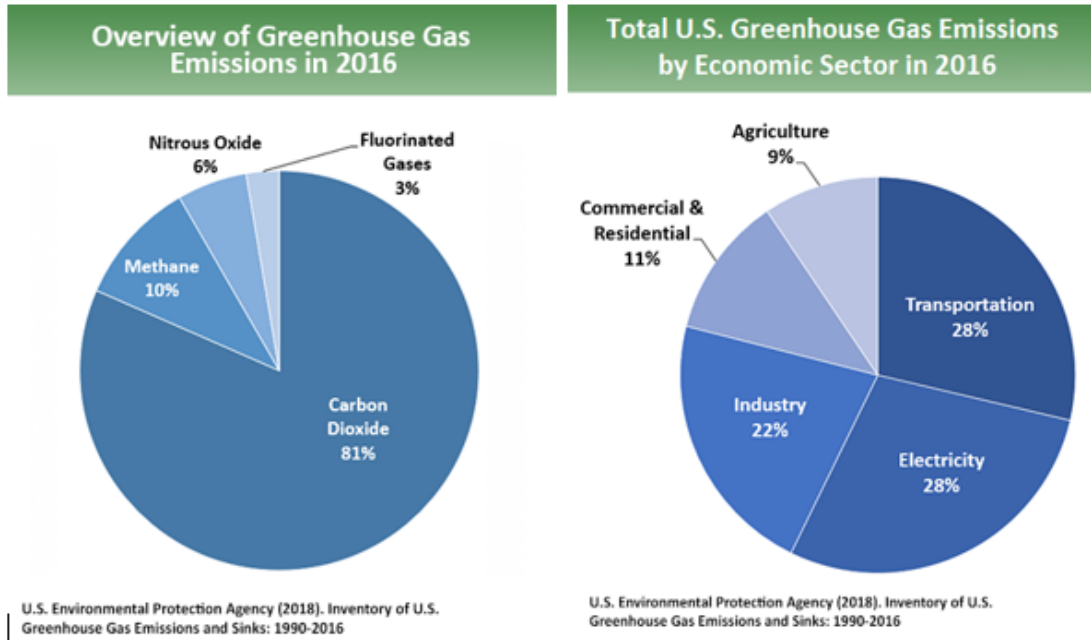
A greenhouse gas emissions inventory estimates the amount of greenhouse gases discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual greenhouse gas emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. Environmental Protection Agency is responsible for documenting greenhouse gas emissions nationwide, and the California Air Resources Board does so for the state, as required by Health and Safety Code Section 39607.4.

National Greenhouse Gas Inventory

The U.S. Environmental Protection Agency prepares a national greenhouse gas inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of greenhouse gases in the United States, reporting emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. It also accounts for emissions of carbon dioxide that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store carbon dioxide (carbon sequestration).

The 1990–2016 inventory found that of 6,511 million metric tons of carbon dioxide equivalent greenhouse gas emissions in 2016, 81 percent are carbon dioxide, 10 percent are methane, and six percent are nitrous oxide; the balance consists of fluorinated gases (EPA 2018a). In 2016, greenhouse gas emissions from the transportation sector accounted for nearly 28.5 percent of U.S. greenhouse gas emissions. See Figure 3-1.

Figure 3-1 U.S. 2016 Greenhouse Gas Emissions



State Greenhouse Gas Inventory

The California Air Resources Board collects greenhouse gas emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its greenhouse gas reduction goals. The 2019 edition of the greenhouse gas emissions inventory found total California emissions of 424.1 million metric tons of carbon dioxide equivalent for 2017, with the transportation sector responsible for 41 percent of total greenhouse gases. It

also found that overall statewide greenhouse gas emissions declined from 2000 to 2017 despite growth in population and state economic output (Air Resources Board 2019a). See Figures 3-2 and 3-3.

Figure 3-2 California 2017 Greenhouse Gas Emissions

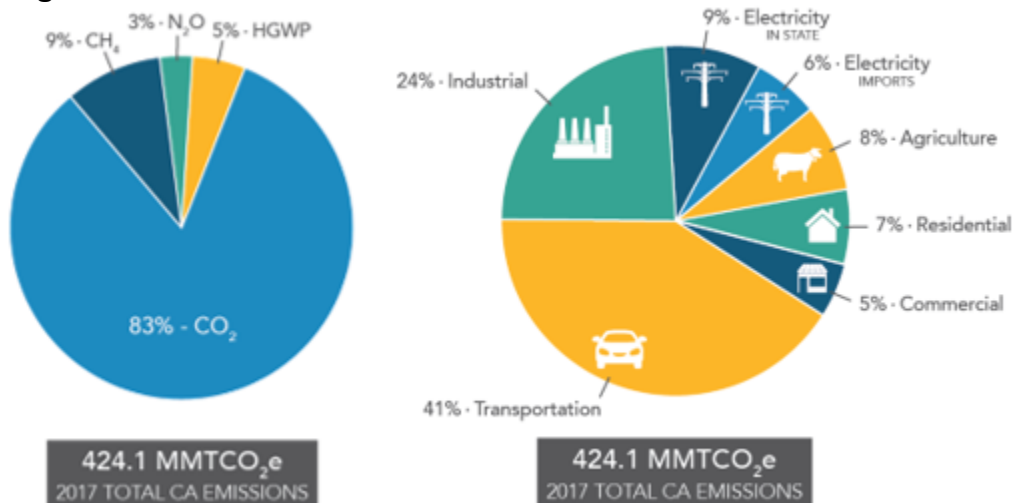
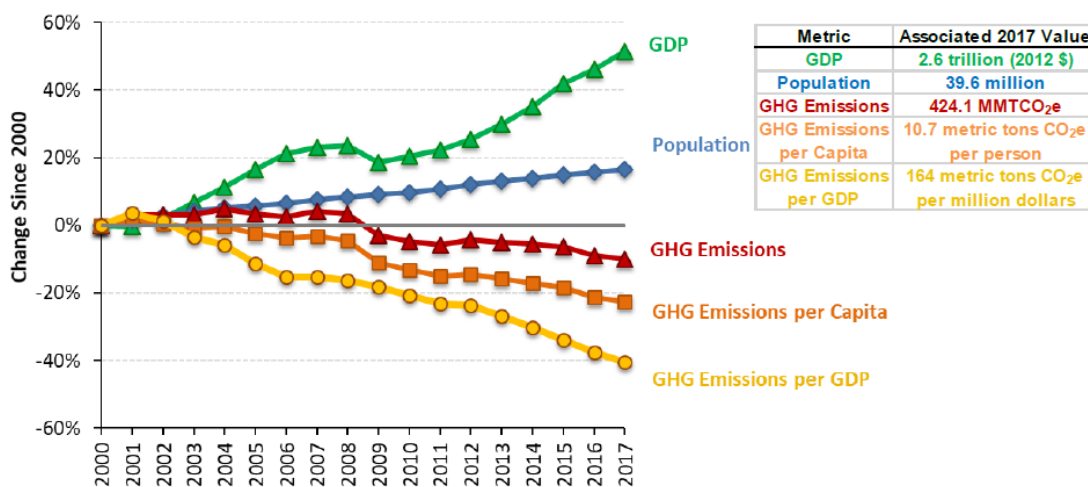


Figure 3-3 Change in California Gross Domestic Product, Population, and Greenhouse Gas Emissions since 2000



Assembly Bill 32 required the California Air Resources Board to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing greenhouse gas emissions to 1990 levels by 2020 and to update it every five years. The California Air Resources Board adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in Executive Order B-30-15 and Senate Bill 32. The Assembly Bill 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce greenhouse gas emissions.

Regional Plans

The California Air Resources Board sets regional targets for California's 18 Metropolitan Planning Organizations to use in their Regional Transportation Plan/Sustainable Communities Strategy to plan future projects that will cumulatively achieve greenhouse gas reduction goals. Targets are set at a percentage reduction of passenger vehicle greenhouse gas emissions per person from 2005 levels.

Calaveras County is not a Metropolitan Planning Organization and is therefore not required to prepare a Sustainable Communities Strategy under Senate Bill 375. The project is within the jurisdiction of the Calaveras County Regional Transportation Planning Agency (RTPA). The 2021 Regional Transportation Plan identifies policies and improvement projects that will reduce greenhouse gas emissions. Some of these goals and policies include:

Goal—Achieve statewide greenhouse gas emission reductions targets and increase resilience to climate change.

Policy 2.1—Coordinate with local agencies, Caltrans, and other partners to prioritize transportation projects that minimize vehicle emissions while providing cost-effective movement of people and freight Zero-Emission Vehicles.

Policy 5.1—Increase the mode share for public transit and non-motorized travel through operational improvements and construction of bicycle, pedestrian, and park-and-ride facilities.

Policy 5.8—Coordinate with federal and state agencies and local air management districts on matters related to the air quality conformity process specified in the latest federal clean air requirements and legislation for transportation projects (transportation-related).

Policy 5.9—Consider alternative transportation technologies, such as micro-transit and electric car or bike-share programs.

Policy 5.10—Coordinate with local and neighboring jurisdictions to identify mutually beneficial programs, projects, or partnership opportunities aimed at reducing or offsetting regionally produced mobile source greenhouse gas emissions.

3.4.3 Project Analysis

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the state highway system and those produced during construction. The main greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of methane and nitrous oxide are emitted

during fuel combustion. In addition, a small amount of hydrofluorocarbon emissions is included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code, Section 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself” (Cleveland National Forest Foundation versus San Diego Association of Governments (2017) 3 California 5th 497, 512). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the project is to construct intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. The project offers four build alternatives with similar traffic operation improvements for each alternative, with varying combinations of roundabouts and traffic signals. The operational analysis for these alternatives was done based on the individual type of intersection control (roundabout or traffic signal). The Caltrans 2020 Traffic Operations Analysis Report and 2021 Supplemental Traffic Analysis Operations Analysis compared the two intersection improvements, roundabouts, or traffic signals. The traffic operation analysis found all four alternatives will reduce carbon dioxide emissions and fuel consumption compared to the current conditions.

The State Route 49 and State Route 4 intersection improvements (roundabout or modified traffic signal) will affect the existing traffic flow. The analysis showed an overall improvement in carbon dioxide emissions, less fuel consumption, and traffic delays. The modified traffic signal at this location also showed improved carbon dioxide emissions, less fuel consumption, and traffic delays.

The State Route 4 and Francis Street intersection improvement (traffic signal or single-lane roundabout) will affect the existing traffic flow. The analysis showed an overall improvement in travel speed and time delay, but carbon dioxide emissions did not improve. This is a result of installing traffic control where no traffic control was before.

In addition, the project scope includes Class II bike lanes, sidewalks on State Route 49, and new driveway approaches. The project will not increase the vehicle capacity of the roadway.

This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project will not increase the number of travel lanes on State Route 4 and State Route 49, no increase in vehicle miles traveled will occur as a result of project implementation. While some greenhouse gas emissions during the construction period will be unavoidable, no increase in operational greenhouse gas emissions is expected.

While some greenhouse gas emissions during the construction period will be unavoidable, the project, once completed, will not lead to an increase in operational greenhouse gas emissions.

Construction Emissions

Construction greenhouse gas emissions will result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all the California Air Resources Board emission reduction regulations, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

The project will also implement Caltrans standardized measures (such as construction best management practices) that apply to most or all Caltrans projects. Certain common regulations, such as equipment idling restrictions and the development and implementation of a traffic control plan that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

CEQA Conclusion

While the project will result in greenhouse gas emissions during construction, it is expected that the project will not result in any increase in operational

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

Caltrans is committed to implementing measures to help reduce greenhouse gas emissions. The measures are outlined in the following section.

3.4.4 Greenhouse Gas Reduction Strategies

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 greenhouse gas emissions targets. Former Governor Edmund G. Brown Jr promoted greenhouse gas reduction goals that involved: 1) reducing today's petroleum use in cars and trucks by up to 50 percent; 2) increasing from one-third to 50 percent our electricity derived from renewable sources; 3) doubling the energy-efficiency savings achieved at existing buildings and making heating fuels cleaner; 4) reducing the release of methane, black carbon, and other short-lived climate pollutants; 5) managing farms and rangelands, forests, and wetlands so they can store carbon; and 6) periodically updating the state's climate adaptation strategy, *Safeguarding California*. See Figure 3-4.

Figure 3-4 California Climate Strategy



The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that the state builds on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and a reduction of vehicle miles traveled. A key state goal for reducing greenhouse gas emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

In addition, Senate Bill 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision-making. Trees and vegetation in forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above-ground and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the governor's Climate Action Team as the California Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate Bill 32 (2016), set an interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan is a statewide, long-range transportation plan to meet future mobility needs and reduce greenhouse gas emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with carbon dioxide reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

Senate Bill 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under Assembly Bill 32. Accordingly, the California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, the California Transportation Plan 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include:

- Increasing the percentage of non-auto mode share
- Reducing vehicle miles traveled
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy; contribute to the State's greenhouse gas reduction targets and advance transportation-related greenhouse gas emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce greenhouse gas emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will be used in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

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. Implementation of the specifications should effectively reduce and control emissions during construction. Additional strategies will be included in the construction contract to reduce emissions:

- Provide construction environmental training that includes strategies to reduce greenhouse gas emissions.
- Use fuel-efficient construction equipment.
- Reduce construction waste and maximize the use of recycled materials (reduces the consumption of raw materials, reduces landfill waste, and encourages cost savings).
- Require fuel efficiency from construction equipment (examples provided below):
 - Maintain equipment in proper tune and working condition
 - Right size equipment for the job
 - Use equipment with new technologies
- Balance cut and fill quantities to reduce the need for transport of earthen materials.

3.4.5 Adaptation

Reducing greenhouse gas emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfires can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under the National Environmental Policy Act assignment, Caltrans is obligated to comply with all applicable federal environmental laws and Federal Highway Administration National Environmental Policy Act regulations, policies, and guidance.

The U.S. Global Change Research Program delivers a report to Congress and the president every four years, in accordance with the Global Change Research Act of 1990 (15 U.S. Code Chapter 56A Section 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime” (U.S. Global Change Research Program 2018).

The U.S. Department of Transportation Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of the U.S. Department of Transportation in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services, and operations remain effective in current and future climate conditions” (U.S. Department of Transportation 2011).

Federal Highway Administration Order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The Federal Highway Administration has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (Federal Highway Administration 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience." Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include but are not limited to ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

Executive Order S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk (Safeguarding California Plan)*. The *Safeguarding California Plan* offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

Executive Order S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate “sea-level rise (SLR) projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California—An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and a new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

Executive Order B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This order recognizes that effects of climate change other than sea-level rise also threaten California’s infrastructure. At the direction of Executive Order B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

Assembly Bill 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects

including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure*—Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence*—Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization*—Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project Adaptation Analysis

In the 2019 Caltrans Climate Change Vulnerability Assessment, District 10 staff has identified key stressors that contribute to climate change. These include temperature, precipitation, wildfire, storm surge, and sea-level rise.

The scope of this project is to make roadway, intersection, pedestrian, and bicycle improvements along State Routes 49 and State Route 4 and will not be subject to climate change effects. When analyzing the project scope with the stressors identified by the District 10 assessment, and with implementation of standard specifications and best management practices, the project will not contribute to or exacerbate the effects of climate change. Accordingly, the project is expected to improve the existing traffic conditions and provide alternative transportation modes with the incorporation of pedestrian and bicycle facilities within the project area.

Sea Level Rise

The project is outside the coastal zone and not in an area subject to sea-level rise. So, direct impacts on transportation facilities due to projected sea-level rise are not expected.

Floodplains Analysis

Based on a review of the Federal Emergency Management Agency National Flood Hazard Layer FIRmette Map, the project is in Zone X, which is determined to be outside the 0.2 percent annual chance (1-in-500-year frequency) of a flood. The Caltrans District 10 Climate Change Vulnerability Assessment predicts up to a 5 percent change in the 100-year storm precipitation depth by the year 2055.

However, the project will make intersection, roadway, and pedestrian and bicycle improvements and will not contribute to any adverse effects on floodplains and precipitation.

Wildfire

The project is within or near a very high hazard severity zone at the location of Francis Street where the intersection improvements will be made. According to the Caltrans District 10 Climate Change Vulnerability Assessment, Calaveras County has approximately 147 miles of roadway that are exposed to medium, high, or very high wildfire risk. Over time, the risk of wildfire will increase along these corridors. Caltrans has determined the scope of the project will not affect any fire hazard severity zones in the area. The project limits are in a Local Responsibility Area under the City of Angel's Camp Fire district.

Also, Caltrans has determined the project will not impair an emergency response plan, not have the potential to exacerbate wildfire risk, and not install infrastructure that could exacerbate wildfire risk or expose people or structures to wildfire risk.

Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction. The project area will not be exposed to greater wildfire risk than the area already is under current conditions.

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Chapter 4 **Comments and Coordination**

This chapter has been added since the draft environmental document was circulated for review and comment.

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

4.1 Agency Coordination

4.1.1 State Office of Historic Preservation

On September 23, 2021, Caltrans submitted the Historic Property Survey Report to the State Historic Preservation Officer.

On December 8, 2021, the State Historic Preservation Officer concurred with the Historic Property Survey Report: "No Historic Properties Affected" by the proposed project.

On April 29, 2022, Caltrans submitted the Supplemental Historic Property Survey Report to the State Historic Preservation Officer on the evaluation of the significance of one property not evaluated in the previous Historic Property Survey Report.

On June 9, 2022, the State Historic Preservation Officer concurred with the Supplemental Historic Property Survey Report: "No Historic Properties Affected" by the proposed project.

4.1.2 California Department of Fish and Wildlife

On March 21, 2023, a California Department of Fish and Wildlife California Natural Diversity Database species list was obtained; the effect calls on the species remained the same. Copies of the species lists are provided in Volume 2.

4.2 Coordination with Native American Groups

On June 24, 2021, Caltrans Archaeologist Raymond Benson sent a request to the Native American Heritage Commission for a search of the Sacred

Lands Inventory File and for a current Native American consultation list. A letter response was received on July 17, 2021, from Ms. Sarah Fonseca, Cultural Resources Analyst, that reported a negative result of the Sacred Lands Inventory File search for cultural resources within the proposed project limits.

On October 8, 2020, Assembly Bill 52 letters were sent to both the Calaveras Band of Mi-Wuk Indians and the Lone Band of Miwok Indians.

On September 8, 2021, initial Section 106 letters, with an accompanying map, were sent to the groups and individuals listed in Table 4-1.

Table 4-1 Consultation with Native American Groups

Contact	Affiliation
Sara Dutshke	lone Band of Miwok Indians
Debra Grimes	Calaveras Band of Mi-Wuk Indians
Caroline Sayers	Calaveras Band of Mi-Wuk Indians
Silvia Burley	California Valley Miwok Tribe
Lawrence Wilson	California Valley Miwok Tribe, Sheep Rancheria of Me-Wuk Indians
Lloyd Mathiesen	Chicken Ranch Rancheria of Me-Wuk Indians
Cosme Valdez	Nashville Enterprise Miwok-Maidu Nishiname Tribe
Niel Peyron	Tule River Indian Tribe

4.3 Local Agency Coordination

On March 16, 2023, the Caltrans Project Development Team met with representatives from the City of Angels Camp to discuss the project, alternative selection, and the needs of the community. The City of Angels Camp indicated it supported of the project.

4.4 Public Outreach

From January 25, 2023, to February 24, 2023, the draft environmental document was circulation to the public for review and comment.

On February 8, 2023, Caltrans held a public information meeting to present the project alternatives to local community members. A total of 79 individuals attended the public meeting, and 60 participants submitted comments via either the onsite court reporter, email, or U.S. mail.

Chapter 5 **List of Preparers**

This document was prepared by the following Caltrans District 10 and District 6 staff:

Allam Alhabaly, Transportation Engineer. B.S., California State University, Fresno, School of Engineering; 20 years of experience in environmental technical studies, with emphasis on noise studies. Contribution: Noise Compliance Study.

Raymond Benson, Associate Environmental Planner (Archaeology). M.A., Cultural Resources Management, Sonoma State University; B.A., Anthropology, Minor in Geography, Humboldt State University; more than 27 years of archaeology and 22 years of cultural resources management experience. Contribution: Principal Investigator, Prehistoric and Historic Archaeology.

Jonathan Coley, Environmental Scientist. B.A., Environmental Studies-Planning, University of California at Santa Cruz; 16 years of environmental compliance and environmental planning experience. Contribution: Environmental Assessment/Initial Study, Section 4(f) Memo, Wildfire Memo, Energy Memo, Climate Change/Greenhouse Gas Memo, Community Impact Analysis Memo, Cumulative Impact Analysis Memo.

Maya Hildebrand, Associate Environmental Planner (Air Quality Coordinator). B.S., Geology, Utah State University; 8 years of air quality analysis and 7 years of combined geological/environmental hazards experience. Contribution: Air Quality Memo.

Adam Inman, Engineering Geologist. M.Sc., Geology, California State University, Fresno; M.Sc., Geology with a minor in Applied Geology, California State University, Stanislaus; 5 years of experience in geology, engineering geology, and environmental geology. Contribution: Paleontology Memo.

Nancy Lemos, Environmental Planner (Natural Sciences). M.S., Agriculture, Specialization in Animal Science; B.S., Ecology and Systematic Biology; B.S., Animal Science, Rangeland Resources Minor, Wildlife Biology Concentration from California Polytechnic State University, San Luis Obispo; 14 years of experience in natural sciences, including field/aerial surveys, monitoring, mapping, environmental training, and biological analysis. Contribution: Biology.

Rogerio Leong, Engineering Geologist. B.S., Geology, University of Sao Paulo, Brazil; 20 years of environmental site assessment and

investigation experience. Contribution: Authored and co-authored several Remedial Investigation/Feasibility Study Reports for Superfund-contaminated sites. Contribution: Water Compliance Memo.

Jonathan Sampson, Landscape Associate, Range D (Landscape Architect). B.A., Master of Public Administration, Master of Landscape Architecture; 16 years of experience in the public sector, 5 years at Caltrans. Contribution: Visual Impact Analysis.

Jonathan Schlee, Hazardous Waste Specialist. B.S., Biological Sciences, Sacramento State University; 8 years of experience performing hazardous waste assessments for transportation projects. Contribution: Hazardous Waste Initial Site Assessment.

Matthew Walker, Environmental Planner (Architectural History). M.A., California State University, Sacramento; 3 years of cultural resource management experience. Contribution: Historical Property Survey Report.

Zheng Yang, Landscape Associate, Range D. B.A., Landscape Architecture, University of California, Berkeley; 16 years of experience. Contribution: Visual Impact Assessment.

Chapter 6 **Distribution List**

The Initial Study/Environmental Assessment was sent to the following addresses. In addition, postcard mailers announcing the public meeting were mailed to post office blocks within the area. Public notices informing the public about the project were placed in local newspapers and social media outlets.

- Calaveras County Board of Supervisors, 891 Mountain Ranch Road, San Andreas, CA 95249
- Calaveras Council of Governments, P.O. Box 280, 444 Saint Charles Street/Highway 49, San Andreas, CA 95249
- Calaveras County Historical Society, P.O. Box 721, 30 North Main Street, San Andreas, CA 95249
- California State Assembly Member, Frank Bigelow, 460 Sutter Hill Road, Suite C, Sutter Creek, CA 95685
- California State Historic Preservation Officer, Office of Historic Preservation, California Department of Parks and Recreation, 1725 23rd Street, Sacramento, CA 95816
- California State Senator, Andreas Borgeas, 460 Sutter Hill Road, Suite C, Sutter Creek, CA 95685
- City of Angels Camp, City Hall, P.O. Box 667, Angels Camp, CA 95222
- City of Angels Camp Fire Department, P.O. Box 667, 1404 Vallecito Road, Angels Camp, CA 95222
- City of Angels Camp Police Department, P.O. Box 459, 200 Monte Verda Street, Angels Camp, CA 95222
- Mr. Kevin Johnson, 2288 Buena Vista Avenue, Livermore, CA 94550
- U.S. Representative, Tom McClintock, 2256 Rayburn House Office Building, Washington, DC 20515
- U.S. Senator, Alex Padilla, 2500 Tulare Street, Suite 5290, Fresno, CA 93721
- U.S. Senator, Dianne Feinstein, 2500 Tulare Street, Suite 4290, Fresno, CA 93721
- Jennie Hoag, P.O. Box 69, Murphys, CA 95247
- Thomas Nyland, 4038 Vista Way, Davis, CA 95618
- Jo Jo Properties LLC, .P.O Box 890, Altaville, CA 95221
- Dale Clifton, P.O. Box 268. Altaville, CA 95221
- De Alfred Anda, P.O. Box 520, Altaville, CA 95221

Appendix A Section 4(f) Evaluation

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S. Code 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project...“requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 U.S. Code 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties or 4) the project does not permanently use the property and does not hinder the preservation of the property.

The Calaveras 49 Mobility Improvement project proposes to make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County.

The project will modify the intersections of State Route 49 and State Route 4 with either a roundabout or signalized intersection.

The following resources were identified within 0.5 mile of the project study area:

1. Utica Park at 933 South Main Street, Angels Camp
2. Tyron Park at 1424 Vallecito Road, Angels Camp
3. Copello Park at 731 CA 49, Angels Camp
4. Gate Way Park at Angels Camp

The identified parks are outside the proposed project area, and any construction-related activities will not impact these parks. Caltrans has determined the properties are Section 4(f) properties, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

Caltrans has identified 10 potential historic resources located within the City of Angels Camp. Potential historic properties are as follows:

- 87 South Main Street
- 79 South Main Street
- 5 South Main Street
- 60 North Main Street
- 68 North Main Street
- 96 North Main Street
- 99 North Main Street
- 252 North Main Street
- 217 North Main Street
- 268 Francis Street

Caltrans determined the properties listed above are not eligible historic properties. Therefore, the provisions of Section 4(f) do not apply.

Caltrans found one previously identified resource within the project area: a stone building in Angels Camp, within the Area of Potential Effects, that was previously found eligible as part of another undertaking:

- 20 South Main Street

In re-evaluating the property, Caltrans determined the property was not eligible for inclusion in the National Register of Historic Places. It is Caltrans’ opinion that there are other buildings in the region that are better examples of the type and materials used. Caltrans sought concurrence from the State Historic Preservation Officer on the eligibility determination. On June 9, 2022, the State Historic Preservation Officer concurred with Caltrans’ eligibility

determination. Caltrans has determined the property is not a Section 4(f) property. Therefore, the provisions of Section 4(f) do not apply.

Appendix B Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



September 2022

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 non-discriminatory 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) 639-6392 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 PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares', is written over a horizontal line.

TONY TAVARES
Director

“Provide a safe and reliable transportation network that serves all people and respects the environment”

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

DECLARATION OF POLICY

“The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business,

farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state-assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION FINANCIAL BENEFITS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department's

initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 Code of Federal Regulations 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of a lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business’s specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department’s Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department’s Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency. Further information can be found on the Division of Right of Way’s Relocation Assistance Program website:

<https://dot.ca.gov/programs/right-of-way/relocation-assistance-program>

Appendix D Avoidance, Minimization, and/or Mitigation Measures Summary

To ensure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as shown in the proposed Environmental Commitments Record that follows) will be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to the implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. Because the following Environmental Commitments Record is a draft, some fields have not been completed; they will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

Biology

BIO 1—Caltrans Standard Specifications 14-6.03B (Bird Protection) or similar provisions, the proposed construction activities proposed for the Calaveras 49 Mobility Improvement are not expected to result in the “take” (as defined by the Migratory Bird Treaty Act or as defined by California Fish and Game Code) of any migratory birds, raptors, or their active nests.

- For work that is scheduled between February 1 and September 30, a nesting migratory bird/nesting raptor survey will be performed 14 days before the proposed start date of any construction-related activities. Construction work will be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds.
- If activities fail to start within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can restart.

If nesting migratory birds or raptors are found during the preconstruction survey or during construction activities, the following Environmentally Sensitive Area buffers will be required in accordance with Measure 14-06.03B (Bird Protection) of the Caltrans 2018 Standard Specification and/or Special Provisions:

- If any active migratory bird nest is observed, a 100-foot Environmentally Sensitive Area buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.
- If an active raptor nest is observed, a 300-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed. If the scope of the project changes, then additional biological studies may be required.

It is anticipated that project construction activities occurring between October 1 and January 31 will not conflict with nesting migratory birds or raptors and will not require preconstruction nesting bird surveys or tree removal monitoring for nesting birds.

Visual/Aesthetics

Implementation of the following avoidance, minimization, and/or mitigation measures will lessen visual impacts caused by the project. Any impacts from the project on the loss of oak and/or heritage tree species will be mitigated to less than significant by contributing in-lieu fees to the City of Angels Oak Tree Preservation Fund, per the City of Angels Oak Tree and Heritage Tree Ordinance.

VIA 1—Avoid or mitigate per city ordinance for oak trees located in parcels #14, #17, and #85. These native oak trees have high aesthetic value. Any substantial damage to these trees will potentially cause a significant visual impact.

VIA 2—Avoid or mitigate per city ordinance oak trees in parcel #88. These trees are located at the end of the project limit. Any substantial damage to these trees will potentially cause a significant visual impact.

VIA 3—Avoid or mitigate per city ordinance oak trees in parcels #16, #56, and #88. These trees are very close to pavement, and avoidance may be possible in conjunction with selective pruning. Any substantial damage to these trees will potentially cause a significant visual impact.

VIA 4—Avoid or mitigate per city ordinance the pine tree in parcel #53. This tree is a heritage tree and has high aesthetic value. Any substantial damage to this tree will potentially cause a significant visual impact.

VIA 5—A rock blanket can be applied on the sidewalk, median, and roundabout to introduce natural stone colors to the gray concrete pavement.

VIA 6—Apply the architectural treatment on the vertical surface of the retaining wall.

VIA 7—Apply earth-colored stains on galvanized surfaces such as handrails, posts, and signs.

Appendix E Comment Letters and Responses

This appendix has been added since the circulation of the draft environmental document. It contains the comments received during the draft environmental document public circulation and comment period from January 25, 2023, to February 24, 2023, retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented. (Copies of the original comment letters and documents are provided in Volume 2 of this document.)

Comment from Ed Allendorf

From: eallendorf@comcast.net <eallendorf@comcast.net>
Sent: Wednesday, January 25, 2023 9:18 PM
To: Yang, Powell@DOT <powell.yang@dot.ca.gov>
Cc: eallendorf@comcast.net <eallendorf@comcast.net>
Subject: Hwy 4 proposed changes in downtown Angels Camp CA

EXTERNAL EMAIL. Links/attachments may not be safe.

There is absolutely no reason to put a Round A Bout anyplace in Calaveras County, If you put cross walks on the other side of the the intersection that does not have them at the intersection of Hwy 4 And Hwy 49 with push buttons for cross walk access would be a good idea other than the fact that there is so little foot or bicycle traffic and at the intersection of Hwy 49 at Francis streets just put in a Pedestrian Cross walk with a Light for Push Button Access, (still another area that does not warrant the financial impact)

If you want to make a solid improvement for the community install a Left Hand Turn Lane at Hwy 4 and Ponderosa/Golden Creek Circle in front of the Highway 4 Fitness center, where there have been numerous rear end accident including the 2 times my wife has been hit there waiting to turn into the Six Mile Village Subdivision. Check the CHP and CalFire and Ambulance reports!

It will probably take someone getting killed at this intersection to get anything done.

Ed Allendorf
eallendorf@comcast.net
PO Box 32
Vallecito, CA 95251-0032

Response to Comment from Ed Allendorf

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Caltrans is a People First organization, and it is our goal as public servants to provide excellent alternatives to the traveling public. The time and effort you have taken to provide comments regarding the Angels Camp improvement project are appreciated. All build alternatives presented at the public meeting meet the Purpose and Need of the project.

Purpose: To reduce traffic congestion, improve traffic circulation, and provide better access management through the portion of Angels Camp along State Route 49 between Monte Verda Street and Francis Street.

Need: The segment between Monte Verda and Francis Street experiences frequent traffic delays and congestion due to unrestricted movements to and from closely spaced, private access points and other public road intersections along the corridor. Also, there are limited facilities to accommodate the needs of pedestrian and bicycle traffic.

As presented at the public meeting, the proposed improvements at the State Route 4 and State Route 49 intersection and the segment connecting the two intersections will improve near-term and future circulation as the City of Angels Camp grows. In particular, the Roundabout Alternative provides safe flow and improved operations for traffic to and from all directions of State Route 4 and State Route 49 and the access points in between (Dogtown Road and the Shopping Center parking lot, included).

The project will accommodate the needs of pedestrian and bicycle traffic as well as create a safer corridor in our effort to implement Complete Streets in the City of Angels Camp.

Your suggestion of a left-turn lane at Highway 4 and Ponderosa/Golden Creek Circle will be conveyed to our traffic safety branch for consideration in future projects.

Comment from Kathy Gomes

From: Kathy Gomes <KGomes@co.calaveras.ca.us>
Sent: Friday, January 27, 2023 3:22 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Cc: 'kathy.s.gomes@gmail.com' <kathy.s.gomes@gmail.com>
Subject: Calaveras Mobility Improvements Project
Importance: High

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon Mr. Coley.

I am the owner of 217 N Main St, Altaville, APN 058-012-016. I am in the house at the corner of Francis St and Highway 49.

I am frustrated and concerned with the Alternatives listed. All of them directly affect my home and the quality of life I will experience by having a roundabout or signal as proposed.

This has been my home since 1989. My children have all been born in the county and raised in this home and it has been in the same family since the 1950's. Dave Copello was the second owner of this home built in 1938 and he willed it to Wilford Gomes, my former father-in-law.

While the house may not have met the legal requirements to be recognized as "historical", it has been a known historic landmark to the locals. I realize this does not matter in terms of changing the proposed mitigated negative declaration, but I wanted you and your staff to know.

My major concerns are the great increase in noise I will experience from having semi-trucks slowing down for a roundabout or a traffic light right outside my windows. Other forms of vehicles will also create noise pollution with these plans. When the large groups of motorcycles come to town, and they are stopping and then speeding up outside my bedrooms and living room the noise will be extremely loud.

Has your staff gauged the noise these things will create within the close proximity of my personal residence?

For the same reasons, that is idling traffic with stop lights and the slowing down of vehicles and then acceleration due to the roundabouts, will there be an increase in exhaust that comes into my home? My guess is that there will be an increase. Is this being considered?

How will I be able to enter and exit my property safely with any of these proposed alternatives? To date, no one has contacted me to discuss any of this. I would like to see the specific impacts each of the 4 build alternatives

have on my property. I would like to see how my parcel looks after each alternative is constructed. Would you be able to send that to me?

What are the plans to mitigate the negative impacts I will experience with each of these alternatives? Are there any plans?

I would also like to get a copy of the Draft Relocation Impact Report dated August 5, 2022 that your Initial Study/Environmental Assessment mentioned.

I am not fundamentally opposed to improvements, but I need to know what this will do to me and my property and whether it is livable afterwards.

I look forward to hearing back from you.

Kathy Gomes

Response to Comments from Kathy Gomes

Comment 1:

Has your staff gauged the noise these things will create within the close proximity of my personal residence?

Response to Comment 1:

The improvements proposed for this project do not qualify for noise mitigation under federal guidelines because they do not generate excessive traffic noise to the adjacent residences. Furthermore, roundabouts generally cause traffic to slow down as vehicles approach the intersection; therefore, the traffic noise will be decreased.

Comment 2:

For the same reasons, that is idling traffic with stop lights and the slowing down of vehicles and then acceleration due to the roundabouts, will there be an increase in exhaust that comes into my home? My guess is that there will be an increase. Is this being considered?

Response to Comment 2:

The driveway is located with access to Francis Street. The proposed intersection controls are safer when compared to the current side street stop control, and either the signal or roundabout would provide a safer environment for those accessing Francis Street.

Comment 3:

How will I be able to enter and exit my property safely with any of these proposed alternatives? To date, no one has contacted me to discuss any of this. I would like to see the specific impacts each of the 4 build alternatives

have on my property. I would like to see how my parcel looks after each alternative is constructed. Would you be able to send that to me?

Response to Comment 3:

The 3D design portion of the project is not prepared until the next phase of the project is underway and will be used to validate the limits of the impacts on individual parcels. Individual parcel impacts are estimated at this time, based on field visits and imagery while considering the proposed designs, using a conservative approach.

Comment 4:

What are the plans to mitigate the negative impacts I will experience with each of these alternatives? Are there any plans?

Response to Comment 4:

No negative impacts to this project have been identified in the studies that were conducted for the alternatives proposed for this project; therefore, no mitigation is proposed.

Comment 5:

I would also like to get a copy of the Draft Relocation Impact Report dated August 5, 2022 that your Initial Study/Environmental Assessment mentioned.

Response to Comment 5:

An electronic copy of the Draft Relocation Impact Report was emailed to Ms. Gomes on Monday, January 30, 2023, at 8:17 a.m.

Comment from rosannelc@aol.com

From: rosannelc <rosannelc@aol.com>

Date: February 1, 2023 at 8:57:44 AM PST

To: "Azevedo, Jaycee A@DOT" <jaycee.azevedo@dot.ca.gov>

Subject: Hwy 49/4 construction

EXTERNAL EMAIL. Links/attachments may not be safe.

Please no roundabout...they're too confusing. Why even change that area? I've never seen a problem there. Use the money for potholes & for re-striping with paint that can be seen in the rain at night!

Thank you

Response to Comment from rosannelc@aol.com

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flow more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

Comment from Todd Conrado

From: Todd Conrado <tconrado@yahoo.com>
Sent: Wednesday, February 8, 2023 7:34 AM
To: Yang, Powell@DOT <powell.yang@dot.ca.gov>
Subject: Highway 4 and highway 49 interchange

EXTERNAL EMAIL. Links/attachments may not be safe.

Mr. Yang,

It is my understanding you are taking public comments on the proposed intersection of Highways 4 and 49. I am sure you and your team have done your do diligence in researching the conditions and possibilities for the interchange. I did want to impress the point that each of these highways are major routes for large commercial vehicles. It is not uncommon for multiple semi trucks including many log trucks to traverse this intersection daily. My concern is that a roundabout that would be required to handle such vehicles would be prohibitively large for the available area without taking out buildings in the adjacent shopping center. I do understand that roundabouts have many positives but I also understand they are not the answer to everything. I would encourage your team to look very closely at the intersection and alternatives to a roundabout.

Respectfully submitted,

Todd Conrado BS/MS
Professor of Agriculture Engineering
Modesto Junior College
Resident of Angels Camp

Response to Comment from Todd Conrado

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

The roundabout alternative offers a different solution to accommodate traffic compared to the signal alternative. The roundabouts will allow a large delivery truck with up to a 53-foot box trailer to make a U-turn maneuver, while the signals do not have the capacity to accommodate this large vehicle. Logging trucks take up less room when going through a roundabout than a box trailer

would because they have a shorter distance between points or rotations. The raised median island was evaluated, and results showed improved traffic operations or flow with shorter wait times or delays.

Comment from rosannelc@aol.com

From: rosannelc <rosannelc@aol.com>
Sent: Tuesday, February 7, 2023 9:46 PM
To: Yang, Powell@DOT <powell.yang@dot.ca.gov>
Subject: Roundabout at Hwy 4/49

EXTERNAL EMAIL. Links/attachments may not be safe.

NO.

We don't need it. Too confusing. Save your money, put it to use filling potholes & better paint for lines that can be seen in the rain & at night.

From a resident of 23 yrs.

Response to comments from rosannelc@aol.com

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

Comment from David Ritchie

From: David Ritchie <ritchiebv@att.net>
Sent: Tuesday, February 7, 2023 2:58 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Angels Camp mobility project

EXTERNAL EMAIL. Links/attachments may not be safe.

Mr. Coley,

A roundabout at the Hwy 4 - Hwy 49 intersection in Angels Camp would be a wonderful improvement that would enhance traffic flow and provide a safer environment. A signalized approach would be no better than what now exists.

David Ritchie
PO Box 501
Murphys, CA
95247-0501

Response to Comment from David Ritchie

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Your comment supporting a roundabout at the intersection of State Route 49 and State Route 4 will be conveyed to the Project Development Team.

Comment from David Ritchie

From: David Ritchie <ritchiebv@att.net>
Sent: Tuesday, February 7, 2023 3:10 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Re: Angels Camp mobility project

EXTERNAL EMAIL. Links/attachments may not be safe.

Mr. Coley,

A signal at Francis Street - Hwy 49 in Angels Camp would defeat the smooth traffic flow on 49. Turning Lanes would be a better solution as Francis Street has no cross traffic across 49.

David Ritchie

Response to Comment from David Ritchie

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

Comment from Lisa Westermann

From: Pulchritude <pulchritude@earthlink.net>
Sent: Wednesday, February 8, 2023 8:22 PM
To: Yang, Powell@DOT <powell.yang@dot.ca.gov>
Subject: Tonight's Meeting at Bret Harte High School

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr. Yang -

Thank you and your brilliant team for your presentation. It's a good idea to address the concentration of traffic in the city of Angels Camp. Though I've driven roundabouts before, in our case I think it best to use traffic signals or not commit to any new ventures.

Again thank you for your investment of time and expertise.

Sincerely

Lisa Westermann
4685 Highway 4 West
Angels Camp, CA 95222

Response to Comment from Lisa Westermann

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

Comment from Phyllis Sheridan

From: pheems@aol.com <pheems@aol.com>
Sent: Wednesday, February 8, 2023 5:08 PM
To: Yang, Powell@DOT <powell.yang@dot.ca.gov>
Subject: Fwd: Returned mail: see transcript for details

EXTERNAL EMAIL. Links/attachments may not be safe.

What a surprise....

-----Original Message-----

From: Mail Delivery Subsystem <MAILER-DAEMON@mx0a-004aba01.pphosted.com>

To: pheems@aol.com
Sent: Wed, Feb 8, 2023 5:05 pm
Subject: Returned mail: see transcript for details

The original message was received at Thu, 9 Feb 2023 01:05:13 GMT from m0192358.pops.net [127.0.0.1]

----- The following addresses had permanent fatal errors -----
<jonathan.coley@dot.ca.gov> (reason: 550 5.4.1 Recipient address rejected: Access denied. AS(201806281) [BL0GCC02FT036.eop-gcc02.prod.protection.outlook.com 2023-02-09T01:05:13.421Z 08DB0A13113DC837])

----- Transcript of session follows -----

... while talking to dot-ca-gov.mail.protection.outlook.com.: >>> DATA

<<< 550 5.4.1 Recipient address rejected: Access denied. AS(201806281) [BL0GCC02FT036.eop-gcc02.prod.protection.outlook.com 2023-02-09T01:05:13.421Z 08DB0A13113DC837]

550 5.1.1 <jonathan.coley@dot.ca.gov>... User unknown

<<< 503 5.5.2 Need rcpt command [BL0GCC02FT036.eop-gcc02.prod.protection.outlook.com 2023-02-09T01:05:13.421Z 08DB0A13113DC837]

Please don't destroy our area with anymore "improvements".
Roundabouts are the worst of them behind the new wagon trail fiasco.
Roundabouts have destroyed Berkeley, Truckee, and Tahoe.

Stay the hell away from us.
Quit wasting money!

Phyllis Sheridan
Murphys, CA

Response to Comment from Phyllis Sheridan

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

The roundabout alternative offers a different solution to accommodate traffic compared to the signal alternative. The roundabouts will allow a large delivery truck with up to a 53-foot box trailer to make a U-turn maneuver; signals do not have the capacity to accommodate such a large vehicle. Logging trucks take up less room when going through a roundabout than a box trailer because they have a shorter distance between points or rotations. The raised median island was evaluated, and the results showed improved traffic operations or flow with shorter wait times or delays.

Comment from Vaughn Tribble

From: vtcpa calaveras county <vtcpa709@gmail.com>
Sent: Wednesday, February 8, 2023 11:54 AM
To: Yang, Powell@DOT <powell.yang@dot.ca.gov>
Subject: 4 and 49

EXTERNAL EMAIL. Links/attachments may not be safe.

I own the property on Hwy 4 and Clifton Rd. How will the project impact this commercial building site? Vaughn Tribble CPA (inactive)

Sent from Mail for Windows

Response to Comment from Vaughn Tribble

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Two properties at the intersection of State Route 49 and Clifton Lane will be affected by the project improvements. The project proposes to repave the connection to State Route 49 from Clifton Lane and will reconstruct the State Route 49 roadway. Impacts to the property will be in the form of temporary construction easements to be able to construct the sidewalk along northbound State Route 49. During the reconstruction of the northbound lane, the access to Clifton Lane will be reduced to a single lane to repave the intersection one side at a time. Temporary traffic control will be provided for safety purposes, and a temporary surface can be constructed if safety becomes an issue.

Comment from Pam Powell

From: Pam Powell <pam@natividadfoundation.org>
Sent: Wednesday, February 8, 2023 8:20 AM
To: Yang, Powell@DOT <powell.yang@dot.ca.gov>
Subject: Project Hwy 4 & Hwy 49

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Mr. Yang,

I am unable to attend the meeting tonight regarding this project, but I would like to have a say.

I am a Tuolumne resident but I do a lot of driving which includes going on Hwy 49 over to Hwy 4. I had a relative that was driving and she almost went right through that intersection and sometimes for me, it is hard to get out, especially when it's a busy weekend. I do not know the rate of accidents, but I can guarantee that there are several close-calls there.

Thank you for reviewing and for accepting input on this project. I say go full steam ahead and make that intersection safer! I would personally like to see a signal, the same as the one that was put in a few years ago at Hwy 120 & Hwy 108.

Pam

Response to Comment from Pam Powell

Thank your comment on the Calaveras 49 Mobility Improvement Project. Your comment preferring the traffic signal alternative will be conveyed to the Project Development Team.

Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

Comment from Jeff Muscatine

Jeff Muscatine <jeffmuscatine@gmail.com>

Hello —

I am writing in opposition to a proposed traffic roundabout at Hwy 4/Hwy 49.

I generally favor roundabouts, however I believe that this location would be a very poor choice for one.

1. this stoplight controlled intersection works just fine as it is. Wait times are OK and there is good visibility. The intersection is simple to negotiate, but could use improved pavement markings to guide vehicles turning left
2. the intersection is at times quite busy and is traversed by many heavy trucks and many tourists. A roundabout would likely cause a lot of confusion with resulting stress and TCs
3. there are a number of driveways, a gas station, and a busy shopping center entrance adjacent on Hwy 49 — more confusion if there are not safe traffic breaks created by the stoplight cycle. We are getting close to needing another light at the shopping center.
4. surely there are other solutions for pedestrians and cyclists to cross more safely. Generally a nice idea, but is there in fact really a need to accommodate more pedestrian and cyclist traffic at this intersection? Of course this could be a chicken-and-egg situation, but I do not see this as a prime route for pedestrians and cyclists. Improved pavement markings and a few well-placed islands (which would likely get run over constantly, but ...) might allow for better ped and bike crossing?

Regards,

Jeff Muscatine
Murphys

Response to Comment from Jeff Muscatine

Comment 1:

1. this stoplight controlled intersection works just fine as it is. Wait times are OK and there is good visibility. The intersection is simple to negotiate, but could use improved pavement markings to guide vehicles turning left.

Response to Comment 1:

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. The existing traffic signal will not operate at an acceptable level of service in the future. The improvements proposed with this project will be able to handle future traffic demands for vehicles, pedestrians, and bicyclists.

Comment 2:

2. the intersection is at times quite busy and is traversed by many heavy trucks and many tourists. A roundabout would likely cause a lot of confusion with resulting stress and TCs

Response to Comment 2:

The roundabout alternative proposed at the State Route 4/49 intersection is designed to handle the traffic while accommodating the heavy truck volume. There are over 8,000 roundabouts in the nation, and travelers are getting familiar with them. Statistics show that after a roundabout is constructed, public opposition significantly decreases. The proposed project build alternatives have been designed to accommodate not only the current traffic volumes but the future traffic volumes and travel demand.

The roundabout alternative offers a different solution to accommodate traffic compared to the signal alternative. The roundabouts will allow a large delivery truck with up to a 53-foot box trailer to make a U-turn maneuver; the signals do not have the capacity to accommodate such a large vehicle. Logging trucks take up less room when going through a roundabout than a box trailer would because they have a shorter distance between points of rotation. The raised median island was evaluated, and the results showed improved traffic operations or flow with shorter wait times or delays.

Comment 3:

3. there are a number of driveways, a gas station, and a busy shopping center entrance adjacent on Hwy 49 — more confusion if there are not safe traffic breaks created by the stoplight cycle. We are getting close to needing another light at the shopping center.

Response to Comment 3:

Comment noted. Regarding your stated need for another light at the shopping center, State Route 4 is access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off Foundry Lane on the west side of State Route 4. You can check development plans by the City of Angels Camp for information and provide comments during that time regarding possible circulation strategies from the shopping center to State Route 4 via the future connection with Foundry Lane.

Comment 4:

4. surely there are other solutions for pedestrians and cyclists to cross more safely. Generally a nice idea, but is there in fact really a need to accommodate more pedestrian and cyclist traffic at this intersection? Of course this could be a chicken-and-egg situation, but I do not see this as a prime route for pedestrians and cyclists. Improved pavement markings

and a few well-placed islands (which would likely get run over constantly, but ...) might allow for better ped and bike crossing?

Response to Comment 4:

The City of Angels Camp and the local planning grant team developed an extensive study of the area. The study reflects that there is a need for pedestrian and bicycle facilities along State Route 49 to help provide a Safe Route to Schools and a safer environment for pedestrians and bicyclists to navigate through town. There are also community members who have requested that sidewalk and bike lanes be a priority for this project.

Comment from Katrina Frey

Katrina Frey <katrinafrey1@yahoo.com>

Good afternoon Mr. Coley,

The City of Angels Camp hosted a public meeting yesterday regarding the proposed Roadway Mobility Improvement Project on State Route 4 & 49, in which I was unable to attend. I am a homeowner on Bennett Street and I would like to provide you with the following comments on the project, as I likely share the same opinion with other homeowners in the Glen Acres neighborhood of Angels Camp, which will be impacted by the proposed roundabout or signaled intersection at 49 and Francis Street.

1. I do not support a roundabout nor signaled intersection at this junction, as there is no fluid traffic nor traffic impacts from Francis Street onto 49 nor 49 onto Francis Street. The current "suicide lane" serves its purpose here well. I would also like to point out that Francis Street is "Not a Through Street", as evidenced by the street signage. Francis Street does not lead to any public common ground, nor should the general public need this type of access to Francis Street. I, in addition to other homeowners, do not feel there is a current negative impact and the focus should be kept on the Dogtown Road and McDonald's parking lot intersections only, which do need significant improvement.
2. I do agree that the Francis Street intersection needs pedestrian improvements, such as a crosswalk and respective sidewalks. I walk my dogs along Hwy 49 often, and always have fear of not being seen by motorists. I feel strongly that this is the only improvements needed at this intersection.
3. If an intersection is placed here, what is the justification on why an intersection is not needed on any other residential side street running along Hwy 49 in Angels Camp, such as Mark Twain Road and Stockton Road? These streets that were mentioned are in fact through streets and have significant traffic flow.

In summary, as a homeowner at 311 Bennett Street, I feel as though this proposed improvement is a waste of resources and will not improve our roadway, but rather cause disturbances and inconveniences that are not currently present.

I hope that you take the time to consider my comments. I will be following this project closely in hopes that the decision is made in the best interest of the Glen Acres neighborhood and homeowners.

Thank you,
Katrina Frey
Bennett Street Homeowner
(209) 559-1594

Response to Comment from Katrina Frey

We are sorry you were unable to attend the public meeting at Bret Harte High School on February 8th and appreciate the time and effort you have taken to provide comments regarding the Angels Camp improvement project. All build alternatives presented at the public meeting meet the Purpose and Need of the project.

Purpose: To reduce traffic congestion, improve traffic circulation, and provide better access management through the portion of Angels Camp along State Route 49 between Monte Verda Street and Francis Street.

Need: The segment between Monte Verda and Francis Street experiences frequent traffic delays and congestion due to unrestricted movements to and from closely spaced, private access points and other public road intersections along the corridor. Also, there are limited facilities to accommodate the needs of pedestrian and bicycle traffic.

Comment 1:

1. I do not support a roundabout nor signaled intersection at this junction, as there is no fluid traffic nor traffic impacts from Francis Street onto 49 nor 49 onto Francis Street. The current “suicide lane” serves its purpose here well. I would also like to point out that Francis Street is “Not a Through Street”, as evidenced by the street signage. Francis Street does not lead to any public common ground, nor should the general public need this type of access to Francis Street. I, in addition to other homeowners, do not feel there is a current negative impact and the focus should be kept on the Dogtown Road and McDonald’s parking lot intersections only, which do need significant improvement.

Response to Comment 1:

As presented at the public meeting, the improvement at Francis Street works in tandem with the improvement at the State Route 4/State Route 49 intersection and the segment connecting the two intersections by providing improved circulation. In particular, the Roundabout Alternative provides safe flow and improved operations for traffic to and from all directions of State Route 4 and State Route 49 and the access points in between (Dogtown Road and the Shopping Center parking lot, included).

Comment 2:

2. I do agree that the Francis Street intersection needs pedestrian improvements, such as a crosswalk and respective sidewalks. I walk my dogs along Hwy 49 often, and always have fear of not being seen by motorists. I feel strongly that this is the only improvements needed at this intersection.

Response to Comment 2:

The project will accommodate the needs of pedestrian and bicycle traffic as well as create a safer corridor in our effort to implement Complete Streets in the City of Angels Camp.

Comment 3:

3. If an intersection is placed here, what is the justification on why an intersection is not needed on any other residential side street running along Hwy 49 in Angels Camp, such as Mark Twain Road and Stockton Road? These streets that were mentioned are in fact through streets and have significant traffic flow.

Response to Comment 3:

The proposed build alternatives will improve operations within the project limits (the corridor) for traffic entering and exiting the City of Angels Camp in the near-term and future scenarios (15 years). The need to reduce congestion and delays, manage traffic at Dogtown Road and the Shopping Center Parking Lot and improve access for pedestrian and bicycle traffic between the State Route 4 and State Route 49 intersection and Francis Street is the justification for the project.

Comment from Jonnie Shawkey

From: Jonnie Shawkey <jonnieshawkey@gmail.com>
Sent: Thursday, February 9, 2023 3:48 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Hwy 4 and 49

EXTERNAL EMAIL. Links/attachments may not be safe.

A round about at Hwy 4 and 49 would be totally ridiculous . With all the heavy and long trucks that go through this intersection it would really affect traffic negatively.

Jonnie Shawkey

Response to Comment from Jonnie Shawkey

Thank your comment on the Calaveras 49 Mobility Improvement Project. Your comment will be conveyed to the Project Development Team.

Studies have been conducted that show the future impacts of traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

Comment from Carol Schmollinger

From: Carol Schmollinger <cschmollinger@sbcglobal.net>

Sent: Thursday, February 9, 2023 8:54 AM

To: Yang, Powell@DOT powell.yang@dot.ca.gov

Subject: Comments of the proposed changes to Highway 49 / Highway 4 intersection

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

Please see my comments attached.

Thank you,

Carol Schmollinger

Attachment:

I am not new to this area; I am a 4th generation of my family in the Angels Camp / Murphys area. I have seen many changes to our roadways, some good – some bad. I feel that CalTrans added so much to this busy intersection when they granted Adventist Health an encroachment onto Highway 49 at this busy intersection! Why were they not allowed to access from Highway 4?

After attending the meeting in Angels Camp on February 8, 2023 and viewing all the proposed alternatives shown, I have to vote for the No-Build option.

I understand the difficulty for people trying to get onto Highway 49 from Dogtown Road, however, I think that if traffic coming down Highway 4 (West) were not allowed to turn right on a red light, but rather had to wait for a green arrow like is done at other intersections, this would create a gap in the constant flow of traffic sufficient enough to allow people to turn left onto Highway 49 from Dogtown Road.

Rather than take the land to put another roundabout at Francis Street, why not obtain the land and connect Dogtown Road to Clifton Lane? This would cut down the traffic turning onto Highway 49 from Dogtown at the intersection substantially!

Why not extend Foundry Road and allow a back entrance to the shopping center? This too would alleviate traffic congestion from the busy Hwy 49 / Hwy 4 intersection.

Your “experts” kept saying this was a safety issue, yet when the statistics were presented from Angels Camp Police on the number of accidents there in 2022, there was nothing to back up that claim.

I think by putting a roundabout at the intersection it will just cause an influx of traffic onto Murphys Grade Road – to Gardner Lane – to Dogtown Road to bypass the roundabout, thus increasing the amount of traffic driving right by the high school where students are walking and crossing the road.

I also think it will increase the traffic substantially on Stockton Road to Highway 49 to bypass the roundabout. This road is a small winding road with multiple blind spots – not suited for lots of traffic.

I think this entire project needs to be sent back to the drawing board rather than spending another \$9,000,000.00 dollars on yet another project that will still cause a fluster cluck like currently exists.

Carol Schmollinger
1035 Deveggio Lane
Angels Camp, CA 95222

Please add me to the project mailing list.

Response to Comment from Carol Schmollinger

Thank you for participating in the public comment process. Caltrans is a People First organization, and it is our goal as public servants to provide excellent alternatives to the traveling public. The time and effort you have taken to provide comments regarding the Calaveras 49 Mobility Improvement Project are appreciated. All build alternatives presented at the public meeting meet the Purpose and Need of the project.

Purpose: To reduce traffic congestion, improve traffic circulation, and provide better access management through the portion of Angels Camp along State Route 49 between Monte Verda Street and Francis Street.

Need: The segment between Monte Verda and Francis Street experiences frequent traffic delays and congestion due to unrestricted movements to and from closely spaced, private access points and other public road intersections along the corridor. Also, there are limited facilities to accommodate the needs of pedestrian and bicycle traffic.

As presented at the public meeting, the proposed improvements at the State Route 4 and State Route 49 intersection and the segment connecting the two intersections will improve near-term and future circulation as the City of Angels Camp grows. In particular, the Roundabout Alternative provides safe flow and improved operations for traffic to and from all directions of State

Route 4 and State Route 49 and the access points in between (Dogtown Road and the Shopping Center parking lot, included).

The project will accommodate the needs of pedestrian and bicycle traffic as well as create a safer corridor in our effort to implement Complete Streets in the City of Angels Camp.

The proposed alternatives will improve operations within the project limits (the corridor) for traffic entering and exiting the City of Angels Camp in the near-term and future scenarios (15 years). The need to reduce congestion and delays; manage traffic at Dogtown Road and the Shopping Center Parking Lot; and improve access for pedestrian and bicycle traffic between the State Route 4 and State Route 49 intersection and Francis Street is the justification for the project.

Regarding the access point east of the shopping center off of State Route 4, State Route 4 is an access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible circulation strategies from the McDonald's/Starbucks shopping center to State Route 4 via the future connection with Foundry Lane.

Comment from Mike Darby via Public Meeting Comment Card

GENERALLY, A NO BUILD OR OPTION 2 AT THE MOST. I THINK SPEAK FOR THE MAJORITY OF ANGELS CAMP COMMUNITY 209-770-6767.

P.S. WE NEED AN ACCESS ENTRANCE TO THE EAST SIDE OF THE MCDONALD'S/STARBUCKS SHOPPING CENTER FROM SOUTH BOUND HWY 4

Response to Comment from Mike Darby

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Regarding the access point east of the McDonald's/Starbucks shopping center off of State Route 4; State Route 4 is access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off of Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible circulation strategies from the McDonald's/Starbucks shopping center to State Route 4 via the future connection with Foundry Lane.

Comment from Olga L. Moncada via Public Meeting Comment Card

I don't think we need this Project in our town. Because we don't have so many in our population

Thank you but no thank you

Response to Comment from Olga L. Moncada

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Comment from Ron Davis via Public Meeting Comment Card

Angels Camp does not need a Roundabout at 4 and 49. They need an entrance to the shopping center at Foundry Lane off off Hwy 4. Traffic turning south off Dogtown Rd can be dealt with by making changes with lights and no turn on red light for traffic turning north onto 49 off HWY 4

Response to Comment from Ron Davis

Thank you for participating in the public comment process. Caltrans is a People First organization, and it is our goal as public servants to provide excellent alternatives to the traveling public. The time and effort you have taken to provide comments regarding this roadway improvement project are appreciated. All build alternatives presented at the public meeting meet the Purpose and Need of the project.

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The project will accommodate the needs of pedestrian and bicycle traffic as well as create a safer corridor in our effort to implement Complete Streets in the City of Angels Camp.

The proposed build alternatives will improve operations within the project limits (the corridor) for traffic entering and exiting town in the near-term and future scenarios (15 years). The need to reduce congestion and delays, manage traffic at Dogtown Road and the Shopping Center Parking Lot, improve access for pedestrian and bicycle traffic between the State Route 4/State Route 49 intersection and Francis Street is the justification for the project.

Regarding the access point east of the shopping center off of State Route 4, State Route 4 is access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for

access off Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible circulation strategies from the shopping center to State Route 4 via the future connection with Foundry Lane.

Comment from Margarita Wichmann via Public Meeting Comment Card

Angels Camp do no need to add & improve many areas. Add traffic lights YES, build a nice park with swing & slides for young families to take their children to, a bowling alley or similar for younger people and or families. What we don't need is to spend 9,000,000 on a runabout. Rather than decreasing accidents, they increase accidents because people don't know how to use the flow of traffic.

Response to Comment from Margarita Wichmann

Thank you for participating in the public comment process. Caltrans is a People First organization, and it is our goal as public servants to provide excellent alternatives to the traveling public. The time and effort you have taken to provide comments regarding the City of Angels Camp improvement project is appreciated. All build alternatives presented at the public meeting meet the Purpose and Need of the project.

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The proposed build alternatives will improve operations within the project limits (the corridor) for traffic entering and exiting the City of Angels Camp in the near-term and future scenarios (15 years). The project is an operational project and not a safety project (segments along State Route 4 and State Route 49 were not flagged with concentrations of collisions throughout the City of Angels Camp in our Table C database, which incorporates California Highway Patrol collision reports). The need to reduce congestion and delays, manage traffic at Dogtown Road and the Shopping Center Parking Lot, and

improve access for pedestrian and bicycle traffic between the State Route 4 and State Route 49 intersection and Francis Street is the justification for the project.

Concerning collisions, studies prove that implementation of roundabouts in rural and urban areas reduces the frequency and severity of vehicle-to-vehicle and vehicle-to-pedestrian/bicyclist interactions because of the geometry and reduced speed required to navigate the approach, entrance, circulatory roadway, exit, and departure.

Comments Given to the Court Reporter at the Public Meeting

Comment from Sandra Ariola to Court Reporter

SANDRA ARIOLA: I want to know what they're doing with Dogtown and how people are going to get out of Dogtown Road with the constant flow of traffic, and what do they expect to do with Gardner Lane where everybody is going to start going so I don't have to go all over town to get to Highway 4?

I'd like to know who is losing their property for this project because this is a small town, and these are our neighbors. I think if they would have done this project directly in the first place, they wouldn't have these issues, and I would hope tomorrow, they say no right turn on a red light, and that they say, keep clear of the areas, roads trying to enter that stop space.

And I want to know how they're going to deal with all the trucks that pass through this town. Those roundabouts have to be huge, and I'd like to know who it's for because it's not for locals. This is all for out-of-town people.

I mean, really, we are perfectly capable of getting around town every day until Friday. I mean nobody goes out of the high school. When it's the high school, don't go. It's crowded.

Response to Comment from Sandra Ariola

Dogtown Road will continue to have access to northbound State Route 49. The amount of right-of-way needed for this project will be determined after a preferred alternative is selected. No changes are proposed for Gardner Lane with this project. The roundabouts are designed for local traffic needs while accommodating the large trucks traveling through town.

Comment from Terry Osborne to Court Reporter

At the intersection where Dogtown Road enters 49 to the left, there is a gas station right on the corner of 4 and 49. It's a gas station. That, I would suggest, needs to be a red zone from the corner, the roundabout or the signal, because trucks park there. Trucks park there, and they will actually either go into the gas station or run across the highway to McDonald's, which what happens is, when you're coming out of 49 -- out of Dogtown Road and we won't be able to make a left, but even to make a right, we're having to pull out into the roadway to see around those trucks, and that's a short section. That's my suggestion.

Response to Comment from Terry Osborne

Parking along State Route 49 will not be allowed with either the roundabout or signal design.

Comment from Brandon Dawson to Court Reporter

I actually have two concerns. Is there going to be plans for public transportation, a bus stop in that area? And two, I put option A. That would be a lot of traffic -- better for the traffic in that area, buses, public -- like a transit stop.

Response to Comment from Brandon Dawson

There are no plans to install a transit stop within the project limits. You can ask the Local Agency about a potential location of a transit stop within the project limits.

Comment from Robin Anderson to Court Reporter

First off, making the right-hand turn only Dogtown -- I'm sorry -- on 49 and having to go to the Francis -- the roundabout to get back into downtown, Angels, or really go anywhere, I think that the traffic flow when it's busy is people are not friendly drivers, so getting into the flow of traffic on -- during high-traffic hours, mornings, noontime, and then in the afternoon, people are getting off of work. 4:00 or 5:00 o'clock, it's going to be a little difficult.

I think going through the roundabout -- I don't want to say merging through the roundabout -- might also be a little bit of a challenge and maybe just until people get used to it, but trying to merge to make their turn being in the right lane, I think that's going to be an issue, so that's one concern.

I have a very strong concern about the left-hand turn into the CVS parking lot to get to the McDonald's because that already now backs up, especially weekends, holidays, high-traffic time, people going into Starbucks.

Those people are going to back up into the roundabout at 4 and 49, so that's a big concern, and then my other concern is because I live off of Dogtown, I go down Gardner Lane and make a right on Murphys Grade Road currently to get downtown and then make a left on Highway 49 so that I can go downtown, and those are homes without sidewalks. It's a 25 miles an hour zone. I walk my dog twice a day, that that is going to become a high-congested area for people trying to avoid the roundabout, and on the diagram -- on these diagrams, I don't feel like any of that was addressed.

Just at the end, somebody pointed it out, but that I think that a study needs to be done, but people will be taking an alternative route, Dogtown Road to Gardner Lane to Murphys Grade Road to Highway 49 to avoid the roundabout, and that's a small community of homes without sidewalks and kids that play on the street. I'm very concerned about that.

Response to Comment from Robin Anderson

The traffic analysis report found the Dogtown Road intersection operating at an acceptable level of service with the proposed project build alternatives, but not for the No-Build Alternative. Research has indicated that there is a learning curve to driving roundabouts; however, the safety and operational benefits outweigh the risks because the slow-speed environment results in collisions that are less severe. The traffic analysis report found the left turn into the Frog Jump Plaza shopping center operates at an acceptable level of service. Two lanes will be constructed past the Dogtown Road intersection to help traffic move around a queue of vehicles. Local road improvements along Dogtown Road or Gardner Lane can be addressed through the Local Agency because the roundabouts are designed to handle the traffic. Research has

shown that after roundabouts are installed, people in the community nearby prefer to drive through them rather than choose alternative routes.

Comment from Tad Folendorf to Court Reporter

I think the two roundabouts are need and necessary, now in in the future.

Response to Comment from Tad Folendorf

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your comment in favor of the two roundabout alternatives will be conveyed to the Project Development Team.

Comment from Lisa Westermann via Public Meeting Comment Card

Preference of signals over roundabout. Less costly and I and far more adept with signals. Logging trucks do not seem to have adequate room for the roundabout. Heavy weekend traffic has responded well to signals.

Response to Comment from Lisa Westermann

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The project will accommodate the needs of pedestrian and bicycle traffic as well as create a safer corridor in our effort to implement Complete Streets in the City of Angels Camp.

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the State Route 4 and State Route 49 intersection and Francis Street is the justification for the project.

Comment from Jim Wichmann via Public Meeting Comment Card

I pulled accident data for angels camp for 2022 2 intersections Stanislaus Ave & S. Main & Demargest & S Main each had 5 accidents. HWY4 + HWY 49 only had 4 accidents. Why is the improvement going away from the accident prone intersections & the High School (Bike & Peds)?

Response to Comment from Jim Wichmann

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Comment from Trisha Frazier via Public Meeting Comment Card

Not Build Alternative

Response to Comment from Trisha Frazier

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your preference for the No-Build Alternative will be conveyed to the Project Development Team.

Comment from Craig Whitty via Public Meeting Comment Card

1. Will drivers be able to cross 49 at Stockton Rd? The residents of Angel Oaks & Greenhorn Creek use Stockton Rd. to access the Bank of Stockton & Calaveras Lumber. 2. The intersection of SR-49 at Murphys Grade is a tri phase light controlled intersection, this intersection is very busy with both pedestrians and vehicles from the High School. Will the Roundabout at HWY 4 and HWY 49 increase the congestion at Murphys Grade? (Approx 1/4 mile south)

Response to Comment from Craig Whitty

Thank you for participating in the public comment process. Caltrans is a People First organization, and it is our goal as public servants to provide excellent alternatives to the traveling public. The time and effort you have taken to provide comments regarding the City of Angels Camp improvement project are appreciated. All build alternatives presented at the public meeting meet the Purpose and Need of the project.

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Regarding circulation to and from Stockton Road, the project limits run from Francis Street to Monte Verda Street. Existing lane configurations and access east of Monte Verda Street will remain unchanged in this project. Based on our analysis results for Design Year (2047), westbound queues along State Route 4 approaching the State Route 4 and State Route 49 intersection are not expected to extend beyond Monte Verda Street.

Comment from Jake Moore

From: Jake Moore <jake@workhorsemoving.com>
Sent: Wednesday, February 15, 2023 1:32 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Roundabout

EXTERNAL EMAIL. Links/attachments may not be safe.

FUCK YOUR ROUNDABOUT ON HWY 4 and 49!--

Jake Moore
209-559-8695
workhorsemoving.com
Office hours: M-F/9-5

Response to Comment from Jake Moore

Thank you for your comment on the Calaveras 49 Mobility Improvement Project.

Comment from Andrew Maruoka

From: Andrew M <roundhill4@gmail.com>
Sent: Wednesday, February 15, 2023 7:32 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Traffic circle at 4x49

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi- I understand you are the one to contact regarding the proposal to install a traffic circle at 4x49. I own a house in Camp Connell, and do drive through that intersection regularly. I am supportive of the idea to replace the light with a roundabout. Having two highways cross at high speeds is just a disaster waiting to happen. Slowing down traffic, with the added benefit of maybe improving flow is a great idea.

Some are expressing concerns about logging trucks and other large vehicles navigating a circle. Design would need to accommodate larger vehicles. I drove a bus in college, and navigating a 45' bus through a traffic circle meant for cars and bikes didn't really work very well. I've also driven in Europe and gone through many circles that are clearly well designed and traffic moves through just fine.

Thanks for listening.
Andrew Maruoka
4990 Meko Drive, Camp Connell

Response to Comments from Andrew Maruoka

Thank you for your comment and support of the roundabout alternative. The roundabouts currently being designed in the City of Angels Camp are required to accommodate large vehicles. The roundabout is sized for a bus as the design vehicle, and the larger trucks will use both lanes where two lanes are provided or the full lane width where one lane is provided.

Comment from Jackson Hurst

From: Jackson Hurst <ghostlightmater@yahoo.com>
Sent: Wednesday, February 15, 2023 5:26 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: State Route 49 Mobility Improvement Project IS/PMND/EA Draft Document Public Comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Name - Jackson Hurst

Address - 4216 Cornell Crossing, Kennesaw, Georgia 30144

Comment - I have reviewed the draft environmental document for Caltrans State Route 49 Mobility Improvement Project. I approve and support build alternative 1 for Caltrans State Route 49 Mobility Improvement Project because build alternative 1 will convert the existing intersection of CA-49/CA-4 and CA-49/Francis Street to roundabout intersections which will improve safety and reduce the number of intersection conflict points.

sent from ghostlightmater@yahoo.com

Response to Comment from Jackson Hurst

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your support for Alternative 1 will be conveyed to the Project Development Team.

Comment from Jim and Margarita Wichmann

From: MARGARITA WICHMANN <margawichmann@aol.com>
Sent: Friday, February 17, 2023 10:20 AM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: CALTRANS 49 Mobility Improvement project.

EXTERNAL EMAIL. Links/attachments may not be safe.

We attended the information meeting on 2/8/2023 in Angels Camp & have additional suggestions and concerns that the presenters couldn't address.

One of the problems we have is the heavy traffic coming out of & into the CVS /MCDONALDS shopping center at the Hwy 4 & Hwy 49 intersections.

The solution would be for CALTRANS/CITY OF ANGELS to add an egress point at the end of the shopping center to relieve congestion at the one other entrance on Hwy49/Main Street.

We oppose to the roundabout because of the type of vehicles in our rural area, heavy tractor trailers carrying heavy logs plus the roundabout would not resolve our current problems.

There is nothing wrong with the traffic lights & maybe adding additional lights would help.

PLEASE CONSIDER SPENDING SOME OF THE MILLIONS CALTRANS have in adding the egress point we mentioned above.

Thanking you for your consideration & awaiting your answer.

Jim & Marga Wichmann
544 Spyglass Circle
Angels Camp, Ca 95222
209-920-3585

Response to Comment from Jim and Margarita Wichmann

Thank you for attending the Public Open House Meeting. Please follow up with the City of Angels Camp with your suggestion about the Frog Jump Plaza egress congestion and the City's plans for future expansions of the Frog Jump Plaza shopping complex. The proposed project determined to not increase the number of driveways at Frog Jump Plaza because this would increase the locations a bicyclist could be hit in the bike lane when crossed by vehicles going in or coming out of the complex.

The existing signal system at the State Route 4 and 49 intersection was studied for traffic counts in the future; the study found the signal system would

not handle the traffic as well as the improved intersections. The roundabout can handle traffic much better compared to the existing and proposed traffic signals, and it provides better circulation for the large trucks that come through the intersection, which are larger than the logging trucks.

Comment from Wendy Hoag

From: Wendy Hoag <wendy@hoagdesign.com>
Sent: Friday, February 17, 2023 12:29 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: CAL 49 Roundabouts Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Jonathan,

I am a homeowner in Angels Camp and would like to express my agreement with Marga Wichmann's suggestion:

Why not add an access road to the CVS shopping center to Hwy 4 at the end of the parking lot to relieve the traffic going out to Hwy 49/North Main Street. The shopping area has only one entrance!!!! So it seems to us this should be a MUST FOR CALTRANS!!

Thank you!

Wendy Hoag
798 Triple Lode Drive, Angels Camp, CA 95222

Wendy Hoag | president
Wendy Hoag Design, Inc.
cell 775-720-9334
<https://www.hoagdesign.com/>

Response to Comment from Wendy Hoag

Thank you for your comment. State Route 4, west of the CVS shopping center, is currently access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible access to and from the CVS shopping center to State Route 4 via the future connection with Foundry Lane.

Comment from Raquel Santiago-Freedman

From: Raquel Santiago-Freedman <Pamperedraqqis@yahoo.com>
Sent: Friday, February 17, 2023 7:20 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Proposed Round at Hwy 49 and Hwy 4

EXTERNAL EMAIL. Links/attachments may not be safe.

My husband and I are very much against building a round at 49 and the 4. We have been talking about the lack of a hwy 4 entrance and exit, to/from the CVS shopping center for a while now. There's so much space to make a this possible. A round is a nightmare it will slow everything down. How are logging trucks supposed to go through a round? There are many logging trucks all day long. Summer in town if not the rest of the year will be a complete disaster.

Please don't let this disaster happen, thank you!

Sent from Yahoo Mail on Android

Response to Comment from Raquel Santiago-Freedman

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Concerning the lack of access point to the shopping center off of State Route 4; State Route 4 is access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible circulation strategies from the CVS shopping center to State Route 4 via the future connection with Foundry Lane.

The Roundabout Alternative provides for and fully accommodates all truck movements. Both roundabouts are designed to accommodate all Surface Transportation Assistance Act truck turning movements (left, through, right, and U-turn). The Surface Transportation Assistance Act truck turning required space is larger than that of any emergency vehicle, bus, and logging truck, so full access along the corridor for trucks is provided as part of the Roundabout Alternative.

Comment from Alan G. Yoder

From: Alan Yoder <alan_yoder@yahoo.com>
Sent: Friday, February 17, 2023 7:33 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Roundabout at the intersection of Highways 4 and 49

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Sir,

I understand Caltrans is considering a roundabout at the intersection of Highways 4 and 49 in Angels Camp. I am opposed to this.

I have lived in the area for seven years. The only time I have ever seen a significant backup of traffic was when Caltrans was "managing" the traffic during the resurfacing of highway 4 some years back. I am in general a fan of roundabouts, but this particular proposed placement seems like a poor use of resources. Much better choices would be the stop signs on highway 4 in Farmington and Jack Tone Road, IMO. These routinely back up a quarter mile or more on holiday weekends.

Respectfully,

Alan G Yoder, PhD.
Murphys, CA

Response to Comment from Alan G. Yoder

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. The existing signal system at the State Route 4 and 49 intersection was studied for traffic counts in the future; the study found the signal system would not handle the traffic or the improved intersections. The roundabout can handle traffic much better compared to the existing and proposed traffic signals; it also provides better circulation for the large trucks that come through the intersection, which are larger than the logging trucks.

Comment from Jean Zurbuchen

From: Jean Zurbuchen <gjzurbuchen25@gmail.com>
Sent: Saturday, February 18, 2023 9:29 AM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Roundabout

EXTERNAL EMAIL. Links/attachments may not be safe.

Where are you planning on putting it? Schematics would be great.

Jean Zurbuchen
gjzurbuchen25@gmail.com
(925) 286-3365

Response to Comment from Jean Zurbuchen

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. The intersection and roadway improvements (traffic signal or roundabout) will occur at and between the intersections of State Route 4 and State Route 49 and State Route 49 and Francis Street. Four build alternatives are being considered:

- Alternative 1 proposes a hybrid roundabout at the intersection of State Route 49 and State Route 4 and a single-lane roundabout at State Route 49 and Francis Street.
- Alternative 2 proposes a modified traffic signal at the intersection of State Route 49 and State Route 4 and a traffic signal at State Route 49 and Francis Street.
- Alternative 3 proposes a hybrid roundabout at the intersection of State Route 49 and State Route 4 and a traffic signal at State Route 49 and Francis Street.
- Alternative 4 proposes a modified traffic signal at the intersection of State Route 49 and State Route 4 and a single-lane roundabout at State Route 49 and Francis Street.

Comment from John Lytle

From: John Lytle <johnmichaellytle@gmail.com>
Sent: Saturday, February 18, 2023 8:37 AM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: HWY 49 & 4 roundabout

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Jonathan,

I'm guessing you're receiving a lot of emails at the moment about open comments on the proposed roundabout project on Highway 4 and 49 in Angels Camp. I would like to add to those comments, so thank you in advance for your time (I'm a teacher, so I know what it's like to get buried in emails).

I've lived in and traveled through Angels Camp for many years now and I have never seen a traffic issue at the 4 & 49 intersection. It would not make sense to remove the traffic light which is doing a great job and replace it with a roundabout which would have unknown effects. Large semi trucks carrying logs would have a difficult time navigating a roundabout and would likely impede traffic. In short: There is currently not a traffic problem, so there is nothing that needs to be improved.

Further, if there is going to be construction to improve traffic, it would be of great benefit to add another exit from the CVS shopping center. Currently, there is only one exit which funnels all of the traffic onto southbound 49, just before the traffic light. Another exit onto HWY 4 would relieve much of the traffic pressure.

Thank you for working on collecting everyone's thoughts on these matters,

--John Lytle

Biology teacher at Columbia College

Response to Comment from John Lytle

Thank you for your comments. Studies have been conducted that show the future impacts of traffic: traffic will experience more delays between State Route 4 and Francis Street along State Route 49. Currently, the traffic counts revealed that the congestion caused by the frequency of left-turn movements has impeded traffic flows more than it helps travelers arrive at their destinations. Providing a raised median with intersections that have either a roundabout or signal will benefit the future expansion of the community by accommodating the projected future traffic growth.

The Roundabout Alternative offers a different solution to accommodate traffic compared to the signal alternative. The roundabouts will allow a large delivery truck with up to a 53-foot box trailer to make a U-turn maneuver; the signals do not have the capacity to accommodate such a large vehicle. Logging trucks take up less room when going through a roundabout than a box trailer because they have a shorter distance between points or rotations. The raised median island was evaluated, and results showed improved traffic operations or flow with shorter wait times or delays.

Concerning the access point east of the CVS shopping center off of State Route 4 east of the State Route 4/49 intersection, access is restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible circulation from the CVS shopping center to State Route 4 via the future connection with Foundry Lane.

Comment from Kimber Kneeland

From: Kimber Kneeland <KimberWolf@yahoo.com>
Sent: Saturday, February 18, 2023 9:25 AM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Hwy 4 roundabout

EXTERNAL EMAIL. Links/attachments may not be safe.

Please reconsider, I drive every day for CALFIRE and know a round a bout would not help.

Thank you

Sent from my iPhone

Response to Comment from Kimber Kneeland

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your opposition to the roundabouts will be conveyed to the Project Development Team.

Comment from Richard Ryan

From: Richard Ryan <rlr1970@hotmail.com>
Sent: Saturday, February 18, 2023 2:11 AM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Roundabout

EXTERNAL EMAIL. Links/attachments may not be safe.

Sent from my iPhone

A roundabout down at the end of Angels is not right.

Response to Comment from Richard Ryan

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your opposition to the roundabouts will be conveyed to the Project Development Team.

Comment from Maryann Campisi

From: Maryann Campisi <mmcampisi1@comcast.net>
Sent: Friday, February 17, 2023 10:54 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: 49/4 Roundabout idea

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi. I live in Murphys and go to the CVS shopping center in Angels Camp regularly. I think a roundabout is not right for 49/4. I strongly believe that there should be a way to access the shopping center from highway 4. If for some reason you can't allow it directly onto a business parking lot, why not create a new road from 4 to join into Copello Drive and have access to the shopping center from there? This solves several potential traffic problems and creates an additional route to bypass the 49/4 intersection if it was needed due to an accident. I dislike having to turn into CVS center from 49 and it's not easy to get out of there either.

I don't want the roundabout. I don't like roundabouts and don't think it will work well. I think the light is fine at 4/49. Just improve access to CVS. This was poor planning from the start, fix that before trying to create what might just be another potential problem.

Thank you.

Maryann Campisi

Sent from my iPhone

Response to Comment from Maryann Campisi

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Concerning the lack of access point to the shopping center off of State Route 4, State Route 4 is access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible circulation strategies from the CVS shopping center to State Route 4 via the future connection with Foundry Lane.

Comment from Sara Reed

From: S. Reed <sarareed512@gmail.com>
Sent: Friday, February 17, 2023 4:59 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: No round about @ 4/49 plz

EXTERNAL EMAIL. Links/attachments may not be safe.

Response to comment from Sara Reed

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your opposition to the roundabout at the State Route 4 and State Route 49 intersection will be conveyed to the Project Development Team.

Comment from Scott Hancock

From: Scott Hancock <wineo999@yahoo.com>
Sent: Friday, February 17, 2023 4:09 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Round a bout at 4/49

EXTERNAL EMAIL. Links/attachments may not be safe.

My name is Scott Hancock I live on country lane of dogtown and I oppose the roundabout on hwy 4/49. These things never fix anything and will make it impossible to pull out onto 49 from dogtown

Response to Comment from Scott Hancock

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your opposition to the roundabout at the State Route 4 and State Route 49 intersection will be conveyed to the Project Development Team.

Comment from Ryan Teeter

From: Ryan Teeter <lafoliawine@gmail.com>
Sent: Friday, February 17, 2023 3:43 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: HWY 4 / 49 roundabout

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern.

I wholeheartedly disagree with the decision to build a roundabout at the highway 4/49 stoplight. I have lived here for 13 years and never have I experienced traffic outside of one emergency that made me wait any significant amount of time at that light. The planed "improvements" Will undoubtedly cause months of terrible traffic that will impact my business professional and personal lives. Please do not move forward with this project.

Peace,

Ryan Teeter
Owner/Winemaker
La Folia Winery

Response to Comment from Ryan Teeter

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your opposition to the roundabout at the State Route 4 and State Route 49 intersection will be conveyed to the Project Development Team.

Comment from Louise Christy

From: Louise Christy <louisedchristy@gmail.com>
Sent: Sunday, February 19, 2023 9:44 AM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject: Hwys 49 and 4 roundabout proposal

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr. Coley,

I'm writing to express my objection to the proposed roundabout at Highways 49 and 4. My main concern is the number of logging trucks that go through that intersection every day. I believe there can be dozens of trips in both directions when salvage operations are happening, which is often these days. These trucks are large, heavy, and awkward, making negotiating a roundabout questionable. Has Caltrans asked these drivers how they will handle the roundabout? Has there been any study of the likely frequency of logging truck accidents?

Regards,

Louise Christy
4113 Ranch Road,
Angels Camp CA 95222

Response to Comments from Louise Christy

Thank you for your comment on the Calaveras 49 Mobility Improvement Project The Roundabout Alternative provides for and fully accommodates all truck movements. Both roundabouts are designed to accommodate all Surface Transportation Assistance Act truck turning movements (left, though, right, and U-turn). The Surface Transportation Assistance Act truck turning required space is larger than that of any emergency vehicle, bus, and logging truck, so full access along the corridor for large trucks is provided as part of the Roundabout Alternative.

Comment from Kathy Gomes via Public Meeting Comment Card

Since I live in the house at Francis St. and Highway 49, my primary residence will be impacted by noise, exhaust and the glow of headlights into my windows on my lower story.

I understand these alternatives improve mobility through town. I am against Alternative 2 & 3 because having a signal at the front of my property will decrease my quality of living by having idling traffic outside my home. I am for either alternative (1 or 4) which has a roundabout at Francis St. Of these two, I believe Alternative 1 would be better since it would reflect consistency in construction between the intersections.

Response to Kathy Gomes

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your preference for Alternative 1 or Alternative 4 will be conveyed to the Project Development Team.

Comment from Lew Bielanowski

From: landrew1943@aol.com <landrew1943@aol.com>
Sent: Thursday, February 23, 2023 10:45 AM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Subject:

EXTERNAL EMAIL. Links/attachments may not be safe.

I agree with the following.

CAL 49 ROUNDABOUTS PROJECT Per the information meeting on 2/8/2023 We have until 2/24/2023 to submit our comments, concerns & any other feed back regarding this project. One of my questions is going to be “ Why not add an access road to the CVS shopping center to Hwy 4 at the end of the parking lot to relieve the traffic going out to Hwy 49/North Main Street. The shopping area has only one entrance!!!! So it seems to us this should be a MUST FOR CALTRANS!! PLEASE SPEAK UP & SUBMIT YOUR COMMENTS BEFORE 2/24/2023 to: Jonathan.coley@dot.ca.gov or by mail to: CALTRANS DISTRICT 10 Att: Paul Yang Project manager 1976 East, Martin Luther Jr Blvd, Stockton, Ca. 95250

Lew Bielanowski
1455 lakeside Dr.
Angels Camp, CA
landrew1943@aol.com

Response to Comment from Lew Bielanowski

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Concerning the lack of access point to the CVS shopping center off of State Route 4, State Route 4 is access restricted along the shopping center frontage. However, the Local Agency has applied for a decertification process for access off Foundry Lane on the west side of State Route 4. Check the development plans of the City of Angels Camp for more information and provide comments during that time regarding possible circulation strategies from the CVS shopping center to State Route 4 via the future connection with Foundry Lane.

Comment from Gary Dambacher

DAMBACHER, TRUJILLO & RUSSELL
A Professional Law Corporation
32 North Washington Street- Sonora, California 95370
209.533.1883 Fax 209.533.3844
www.dtalawyers.com

Gary P. Dambacher
Timothy T. Trujillo
Frank L. Russell
Mary E. McEwen

February 24, 2023

Department of Transportation
Attn: Mr. Jonathan Coley, Branch Chief
District 10 Via email only to: Jonathan.coley@dotca.gov
D 10 Environmental
1976 Dr. Martin Luther King, Jr. Blvd.
Stockton. CA 95205

Re: Calaveras 49 Mobility Improvement Project; My Clients: Dale and Manon Clifton; Their Property: Calaveras County-APN 058-010-006; 252 North Main Street, Angels Camp, CA 95222

Dear Mr. Coley:

This letter will serve as comment on behalf of my clients, Dale and Manon Clifton, who own the real property located at 252 North Main Street, Angels Camp, California and more particularly referenced above ("the subject property"). The subject property, which is contiguous to Highway 49, consists of a single-family residence bounded by approximately 21 acres.

The Cliftons attended the Public Meeting on February 8, 2023, and acknowledge receiving Caltrans' letter of January 20, 2023, a copy of which is attached. Importantly, both the Cliftons and the undersigned appreciatively acknowledge receiving Jonathon Coley's email of February 23, 2023 in response to some of our questions, which is also attached.

Should the project go forward under any of Alternatives 1-4, the subject property will most assuredly be impacted by the installation of a second turnaround, or signal light, to be generally located on Highway 49 near the location of the subject property and Highway 49's intersection with Francis Street. As the corridor is in need of traffic improvement, it is likely that Alternative 5, which is to do nothing, will not be favorably considered.

As stated in previous emails, the subject property has historically been considered by the Cliftons for commercial development. Its open terrain, which lie's adjacent to Clifton Lane and the Middleton's Shopping Center complex, make it easily buildable. Simply stated, it is prime commercial property in the Angels Camp/Altaville corridor. Therefore, the Cliftons are understandably concerned that whatever traffic control which ultimately gets approved and constructed, will provide ample and legal access to the subject property for commercial purposes and development.

Based upon the limited materials available for review at this stage, (which do not include the mapping of future takes), the Cliftons favor the turnabout over the traffic light, notwithstanding that the turnabout, according to Mr. Coley's email, will require more acreage to be acquired under the eminent domain process, and will necessitate the taking of the residence on the subject property.

After one of the Alternatives has been selected, and Caltrans has prepared detailed plans and specifications for either the turnabout or the signal light, please forward those to the Cliftons so that they can be reviewed by their experts, including any surveyors and engineers they engage. They will ultimately be reviewed by their experts for such collateral impacts and issues such as grade level for ingress and egress, the development of infrastructure for any future utility connections such as power, water and sewer, and appropriate fencing and cattle guards which may be required based upon the design and location of the traffic control. They will also be scrutinized for water impacts to the subject property including run-off and drainage.

Additionally, after one of the Alternatives has been selected, and the project moves forward to the land acquisition process, please provide both the Cliftons and me with any notification(s) of the initiation of that process, and please provide any appraisals, maps, or proposed agreements for the take of any portion of the subject property.

Lastly, Mr. Coley should be commended for his cooperation and responsiveness to our questions. Should you have any questions of the Cliftons or me, please do not hesitate to contact us.

Very truly yours,

DAMBACHER, TRUJILLO & RUSSELL,
A Professional Law Corporation

By: (signature)
Gary P. Dambacher, Esquire

Response to Comment from Gary Dambacher

Thank you for your comments on the Calaveras 49 Mobility Improvement Project. Your preference for the Roundabout Alternative at the Francis Street intersection will be conveyed to the Project Development Team. The 3D design portion of the project is not prepared until the next phase of the project is underway; that will be used to validate the limits of the impacts on individual parcels. Individual parcel impacts are estimated at this time, based on field visits and imagery while considering the proposed designs, using a conservative approach. For the parcel referenced, the amount of take does differ between the signal and roundabout alternative draft designs, with the roundabout proposing a larger footprint to be acquired. Our initial assessment shows the Roundabout Alternatives at State Route 49 and Francis Street will require a little less than half an acre, likely requiring the residence to be relocated. The Signal Alternatives at State Route 49 and Francis Street will require a little less than a quarter acre; impacts to the residence will be to reconstruct the driveway to the connection of the future north leg of the intersection with no impact on the residence. The proposed plan shows access for ingress/egress from both the roundabout and the signal to the Clifton property after project construction. The remainder will be approximately 20 acres and would allow for adequate access for future commercial development.

The proposed pavement was drafted in a way that will ensure a California-Legal-sized truck could access the property. The roadway stub will be adequate for future development of the fourth leg to the intersection when growth occurs and should not require closing the intersection while development efforts are occurring.

The design of the project is an iterative process, and the final grades will not be determined until a later phase of the project. The Right of Way agreement will be drafted and finalized during the next phase of the project.

Comment from Firman Brown

From: Firman Brown <firmanbrown@gmail.com>
Date: February 24, 2023 at 12:23:03 PM PST
To: "Azevedo, Jaycee A@DOT" <jaycee.azevedo@dot.ca.gov>
Subject: Angels Camp Intersection

EXTERNAL EMAIL. Links/attachments may not be safe.

I am in favor of the roundabout at the intersection of Hwy. 4 & Hwy 49.

Sincerely,

Firman Brown

Response to Comment from Firman Brown

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your support of a roundabout at the State Route 4 and State Route 49 intersection will be conveyed to the Project Development Team.

Comment from Jessica Johnson

From: Jessica Johnson <jessica@gocalaveras.com>
Date: February 24, 2023 at 11:35:04 AM PST
To: "Azevedo, Jaycee A@DOT" <jaycee.azevedo@dot.ca.gov>
Subject: Highway 4 and 49 project in Angels Camp

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you very much for working on this project in Angels Camp. As a resident of Angels Camp, I feel this project is definitely needed to improve access to the two highways, and it seems it will ease traffic issues at the intersection as well as issues and backups at the shopping center.

I strongly support this project, and I hope it comes to pass.

Best Regards,

Jessica Johnson
209-768-9149

Response to Comment from Jessica Johnson

Thank you for your comment in favor of the Calaveras 49 Mobility Improvement Project. Your support of the project will be conveyed to the Project Development Team.

**Comments from Rebecca Callen, City Administrator, City of Angels
Camp**

February 24, 2023

Caltrans, District 10
1976 East Dr. Martin Luther King Jr. Blvd.
Stockton, CA 95205

VIA E-Mail to: Jaycee Azevedo

The following are the comments related to the Roadway Mobility Improvement Project on State Routes 4 and 49 Comments. The City completely endorses and supports this project. We look at this project as the gateway to further development and expansion in the City of Angels. Without it, we end our ability to grow. The Highway 4 and 49 corridor is the lifeblood of our City, generating millions of dollars in economic dollars for our businesses, and residents which in turn generates tax dollars to fund all of our general services, including public safety, parks, roads, planning, and overall administration.

The fact that our City has been identified in the plans and investments by Caltrans speaks volumes to Caltrans' commitment to rural access to safe roads and pedestrian mobility. Our City Council and community recognize this and are so very grateful. This investment will align with other projects that the City is currently working on that will make the City's vision of being a true regional destination possible.

We look forward to working with you as a partner to educate our community on the benefits of this project and the importance of the relationship we have with Caltrans and its investment in our community.

Please call me if you have any questions or require additional information.

Sincerely,

Rebecca Callen
City Administrator

[The following Memorandum was attached to the Callen email]

MEMORANDUM

DATE: February 21, 2023

TO: Rebecca Callen, City Administrator

FROM: Amy Augustine, AICP – Contract City Planner

RE: Draft IS/MND/EA for the Calaveras 49 Mobility Improvement Project

Based on a cursory review of the above-captioned document, I offer the following comments relative to planning and environmental issues for consideration for submittal to Caltrans:

1. Visual/Aesthetics/Land Use and Planning – Section 3.2.11/Transportation Section 3.2.17. The environmental document should acknowledge the Angels Camp North Main Street Plan, May 2020 – a partnership project completed in cooperation with the Calaveras Council of Governments, the City of Angels, and Caltrans. The plan details bicycle and pedestrian improvements, signage, etc. along SR 49—a portion of which is within the proposed Mobility Improvement Project boundaries. The Plan establishes the City’s aesthetic vision and bike/ped plans for the area. The plan should be incorporated into the project design to the maximum extent feasible.
2. Visual/Aesthetics. The City requests that a Visual Impact mitigation measure for the project require City involvement in the design and appearance of the 150-foot retaining wall(s) to be located at SR 4/49 intersection to ensure consistency with community character. The degree of detail provided in the draft environmental document is insufficient for the City to evaluate potential visual impacts.

The City further requests that proposed lighting plans at the intersections be established in cooperation with the City for consistency with community character.

3. Cultural Resources – Section 3.2.5. The City has an adopted Register of Cultural Resources (i.e., Local Register). Structures and resources addressed in the HRER and HPSR and Supplement should confirm that none of the structures in the APE qualifies for listing on either the California Register of Historical Resources or the Angels Camp Register of Cultural Resources (i.e., Local Register) consistent with Section 15064.5. Please note that the history of the house located at 79 South Main (APN 58-017-012) was researched by an architectural historian at Foothill Resources (building believed to be circa 1897, rhyolite foundation). The building’s history was sufficient for the City of Angels Museum to request the building be relocated to the museum grounds as an exhibit rather than be demolished (as part of a previous development application).
4. Transportation. The environmental document should address how/if the proposed project may affect ingress/egress of new developments planned at:

- A. Foundry Lane/SR 4 intersection including shopping center on APN 057-074-013) – (Application received by City, pending decertification)
- B. SR 49 ingress/egress for new development on APN 58-017-024 through 58-017-027, 58-017-015 and 58-017-012 and ingress/egress for 58-017-015 (Pre-application)
- C. SR 49 ingress/egress for the approved MACT Native American museum and administrative offices on APN 058-015-012. (Project approved)
5. Utilities/Aesthetics. The study references relocating approximately 20 power lines. Is it possible to underground these 20 powerlines as part of the project?
 6. Utilities and Service Systems. The City requests coordination with City Engineering and Public Works relative to the City’s planned water and wastewater improvement projects and existing facilities within the Project’s APE along SR 4/49 ROW to avoid the necessity to disturb new sidewalks or bike/ped facilities that may be installed in conjunction with the proposed project and avoid damage to existing infrastructure.
 7. Public Services/Emergency Response/Transportation. The City is constructing a new fire station on APN 058-014-012. The police department already is located on the site. The City anticipates establishing emergency access for emergency response vehicles onto SR 4 along the project frontage within the Mobility Improvement Project’s proposed construction boundaries. Please address project consistency (short and long-term) with these plans.
 8. Transportation/Geometric Design Section 3.2.17. The City has received public comments in association with previous projects planned at or near the Dogtown Road/SR 49 intersection. Comments have indicated that intersection design should accommodate agricultural vehicle ingress/egress (e.g., hay trucks, cattle trucks) at the intersection. Please address.
 9. Hazards and Hazardous Materials – Petroleum/Hydrocarbons. The Hazards and Hazardous Materials section of the document references the gas station at 36 North Main Street, notes that the project design avoids the station, and states: “However, to assess the presence and magnitude of contamination in the soils next to the gas station, a Preliminary Site Investigation is required prior to construction.” Because the potential presence of hazardous materials could affect project design, could this investigation be done prior to completing environmental documentation?
 10. Relocation - Commercial. Page 13 states:
The Draft Relocation Impact Report looked at potential business sites that would be available for rent, purchase, or development within Calaveras County. The report found three manufacturing sites; three retail sites; three

government sites, and seven service sites available for rent or purchase within the county. The Draft Relocation Impact Report determined there would not be any issues finding replacement sites for the commercial business at 45 South Main Street with the benefits available in the Relocation Assistance Program (see Appendix C Summary of Relocation Benefits).

Does the Draft Relocation Impact Report consider business relocation sites in Angels Camp? Angels Camp General Plan 2020 Policies 10.C.1 and 10.C.2 call for maintaining the City of Angels Camp as the economic center of the County and promoting it as the economic center of the region for a full range of goods and services necessary for residents' daily lives. If it doesn't already, the Relocation Impact Report should evaluate/address the potential for relocating the subject business (Health Food Store) within Angels Camp.

Please note that all of the identified single-family residences are zoned for commercial use except for 268 Francis. 252 North Main (APN 058-017-006) is frequently rented out as professional offices.

11. Housing/Relocation

79 South Main (APN 58-017-012) has been vacant for many years. The local museum has asked that it be relocated to museum property in the City limits as an exhibit (see previous comment under "Cultural Resources").

12. The City/County are currently completing coordination with Caltrans, District 10 on a Clean California project involving monument signs and wayfinding signs. One of the monument signs proposed under the program is located within the project construction boundaries near Francis. Some of the wayfinding signs are located along SR 4 and SR 49. Please confirm Caltrans coordination with that effort to ensure that the placement of those signs does not conflict with the proposed project (or that new signage will not be damaged by proposed construction).

13. Reference to the Calaveras County General Plan 2020 should be changed to the City of Angels General Plan 2020 [Section 3.2.2(b) page 40].

14. Correct APN 58-010-006 identified as 252 South Main (pg. 11) to 252 North Main.

15. Please provide the City with copies of the project's:

- Visual Impact Assessment
- Community Impact Memorandum
- HRER and HPSR (and any supplements/addendums) including any DPR 523s prepared. The City will maintain these as confidential.
- Traffic Operations Analysis Report
- Relocation Impact Report
- Full-size project plans for each proposed Alternative

Response to Comment from Rebecca Callen, City Administrator, City of Angels Camp

Response to Comment 1:

The design incorporated Class II bike lanes and sidewalks or shared-use paths along the State Route 49 segment between Monte Verda Street and Baker Street. A meeting was held with the Project Development Team and the North Main Street Angels Camp Planning Grant team on October 8, 2018, to discuss the improvements proposed with this project. The design also took the Angels Camp North Main Street Plan dated May 2020 into consideration when developing the accommodations for pedestrian and bicycle facilities.

Response to Comment 2:

The aesthetic treatment of the proposed retaining wall will be determined by the Landscape Architecture unit. Caltrans lighting standards will be used for the project based on the project location and proximity to receptors. These standards are set for meeting safety requirements for State facilities.

Response to Comment 3:

Regarding the Angels Camp Register of Cultural Resources, this is outside of Caltrans' jurisdiction and purview.

Response to Comment 4:

The Traffic Operations Analysis Report approved for this project takes into consideration the development (future expansion of the Frog Jump Plaza shopping center) of the connection to State Route 4 at Foundry Lane. The design was coordinated with the engineering firm developing the Frog Jump Plaza shopping center expansion as well as the Grocery Outlet shopping area. Improvements for this project will not extend south of Monte Verda Street, and the location of the Native American museum will have the driveways replaced, similar to what is existing, and shift the back of the sidewalk to near/at the State right-of-way limit. The existing business sign will need to be shifted farther away from the existing State right-of-way due to sidewalk width and bike lane width requirements.

Response to Comment 5:

Caltrans cannot dictate to the utility company how to relocate the utilities' facilities.

Response to Comment 6:

Comment noted.

Response to Comment 7:

Any access points along State Route 4 will need to be approved by Caltrans before they will be allowed. This project will not alter the access control limits along State Route 4.

Response to Comment 8:

Local road connection improvements will need to be facilitated by the Local Agency due to the proximity of the gas station at the corner of Dogtown Road and State Route 49. This parcel has been identified as an avoidance parcel for this project; the parcel on the alternate corner of Dogtown Road and State Route 49 recently made improvements within the footprint of an intersection that could be designed to accommodate large trucks.

Response to Comment 9:

Due to the project schedule, the preliminary site investigation cannot be completed during the environmental document phase. The preliminary site investigation to determine any soil-related impacts from hazardous materials will be completed before construction.

Response to Comment 10:

A copy of the draft relocation report will be sent to the city.

Response to Comment 11:

Comment noted. Relocation assistance is part of the Right-of-Way process and will be determined during the Appraisal and Acquisition process.

Response to Comment 12:

Coordination efforts are ongoing with projects within the project vicinity.

Response to Comment 13:

Reference to the Calaveras County General Plan 2020 was changed to the City of Angels General Plan 2020 in Section 3.2.2(b).

Response to Comment 14:

The reference was changed from 252 South Main to 252 North Main.

Response to Comment 15:

Copies of the requested documents will be provided.

Comment from Peter Minkel—Central Valley Regional Water Quality Control Board

24 February 2023

Jonathan Coley
California Department of Transportation, District 10
1976 East Martin Luther King Jr. Boulevard
Stockton, CA 95205
jonathan.coley@dot.ca.gov

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, CALAVERAS 49 MOBILITY IMPROVEMENT PROJECT, SCH#2023010469, CALAVERAS COUNTY

Pursuant to the State Clearinghouse's 24 January 2023 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Mitigated Negative Declaration for the Calaveras 49 Mobility Improvement Project, located in Calaveras County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some

cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the Water Quality Control Plan for the Sacramento and San Joaquin River Basins, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ.

Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General

Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: Calaveras County https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for Limited Threat Discharges to Surface Water (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf.

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to Comment from Peter Minkel—Central Valley Regional Water Quality Control Board

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. No project activities will occur in any jurisdictional stream or waterway. Therefore, no Clean Water Act Section 404 permit, Section 401 Certification, or California Fish and Game Code Section 1600 Agreement is required. Environmental Sensitive Area (ESA) fencing will be used to protect wetlands and riparian habitats during construction.

Comment from Harvey Tran—California Department of Fish and Wildlife

From: Tran, Harvey@Wildlife <Harvey.Tran@Wildlife.ca.gov>

Sent: Thursday, February 23, 2023 10:08 AM

To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>

Cc: Wilson, Billie@Wildlife <Billie.Wilson@wildlife.ca.gov>; Sheya, Tanya@Wildlife <Tanya.Sheya@wildlife.ca.gov>; Thomas, Kevin@Wildlife <Kevin.Thomas@wildlife.ca.gov>; Kearns, Zachary@Wildlife <Zachary.Kearns@Wildlife.ca.gov>; Wildlife R2 CEQA <R2CEQA@wildlife.ca.gov>

Subject: 10-1H010 Calaveras 49 Mobility Improvement Project - CDFW CEQA comment - PT 2023-0025-0000-R2

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Jon,

I hope you're doing well in Stockton.

The California Department of Fish and Wildlife (CDFW) appreciates the opportunity to comment on the proposed Mitigated Negative Declaration (MND) for the 10-1H010 Calaveras 49 Mobility Improvement Project (Project). CDFW is responding to the draft MND as a Trustee Agency for fish and wildlife resources (Fish & G. Code, §§ 711.7 & 1802, and CEQA Guidelines, §§ 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 et seq.) and/or a California Endangered Species Act (CESA) Permit for incidental take of endangered, threatened, and/or candidate species (California Fish and Game Code Sections 2080 and 2080.1).

This Project is located along State Route 49 and State Route 4 between post miles 8.4-9.1, R20.8-21.4 in Calaveras County. The Project proposes to make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp. Caltrans proposes to modify the intersection of State Route 49 and State Route 4 with either a roundabout or signalized intersection. The project would also improve the intersection of State Route 49 and Francis Street with either a roundabout or signalized intersection. Additional improvements include construction/modification/relocation of a median island, sidewalks, shared-used paths, and driveways. Additional right-of-way, temporary construction easement, and utility relocation will be needed.

CDFW recommends the following items be addressed in the CEQA document:

Comment 1: BIO 1 Migratory birds, pages 31 and 95.

Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 et seq.). CDFW implemented the MBTA by adopting the Fish and Game Code section 3513. Fish and Game Code sections 3503, 3503.5 and 3800 provide additional protection to nongame birds, birds of prey, their nests, and eggs. Sections 3503, 3503.5, and 3513 of the Fish and Game Code afford protective measures as follows: section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Fish and Game Code or any regulation made pursuant thereto; section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the Fish and Game Code or any regulation adopted pursuant thereto; and section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

To address this comment, CDFW recommends the MND changes its avoidance and minimalization measures in dealing with active nests and nesting birds found within the Project area. The considerations identified below are recommended to be implemented and incorporated into the appropriate MND section(s):

CDFW recommends Project proponent add specific avoidance and minimization measures to the Avoidance, Minimization, and/or Mitigation Measures section. Project-specific avoidance and minimization measures may include, but not be limited to: Project phasing and timing, monitoring of Project-related noise (where applicable), sound walls, visual barriers, and buffers, where appropriate. The MND should also include specific avoidance and minimization measures that will be implemented should a nest be located within the Project site. One example is nest buffer radius which can be determined by monitoring the active nests and determining the distance that activities will disturb the non-listed nesting birds. CDFW recommends all measures to protect nesting birds should be performance-based. While some non-listed birds may tolerate disturbance within 100 feet of construction activities, other birds may have a different disturbance threshold and "take" could occur if the temporary disturbance buffers are not designed to reduce stress to that individual pair. CDFW recommends including performance-based protection measures for avoiding all nests protected under the Migratory Bird Treaty Act and Fish & Game Code. A 300-foot exclusion buffer may be sufficient; however, that buffer may need to be increased based on the non-listed birds' tolerance level to the disturbance. It is the Project proponent's responsibility to confirm the buffer is sufficient to avoid take/nest

failure. CDFW recommends a final preconstruction survey be required no more than 14 calendar days prior to the start of vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted earlier. Monitoring of potential nesting activities in the Project area should continue, at a minimum, until the end of the avian nesting season (September 1).

Comment 2: Removal of potential nesting trees, pages 32 and 96.

The CEQA document stated that between 12-13 trees may be impacted due to Project activities in constructing the road improvements. These trees are mostly oaks trees with one pine tree and they varied in sizes with some may be considered heritage trees. These trees could provide potential nesting habitat for bird species protected under the Migratory Bird Treaty Act and Fish & Game Code. The document stated that:

“It is anticipated that project construction occurring between October 1 and January 31 would not conflict with nesting migratory birds or raptors and would not require preconstruction nesting bird surveys or tree removal monitoring for nesting birds.”

While CDFW uses February 1 – August 31 as the general window for the nesting season, it is also recognized that not all birds follow this timeline. Individual birds can begin nesting before or finish nesting after the general nesting season window depending on local conditions, but the possibility of this occurring is generally lower.

To address this comment, CDFW recommends that the Project proponent still conduct a preconstruction nesting bird survey to clear the trees being removed for potential early and late nesting activities.

Please note that when acting as a responsible agency, CEQA guidelines section 15096, subdivision (f) requires CDFW to consider the CEQA environmental document prepared by the lead agency prior to reaching a decision on the project. Addressing CDFW’s comments and disclosing potential Project impacts on CESA-listed species and any river, lake, or stream, and provide adequate avoidance, minimization, mitigation, monitoring and reporting measures; will assist CDFW with the consideration of the IS/MND.

Thanks,

Harvey Tran
Environmental Scientist
California Department of Fish and Wildlife
Region 2 - North Central Region
Habitat Conservation Program
(916) 358-4035

Response to Comment from Harvey Tran—California Department of Fish and Wildlife

Comment 1:

We agree that it is the project proponent's responsibility to confirm that the buffer is sufficient to avoid take/nest failure of listed birds. If a listed bird's nest is found within the project site, a "no disturbance" buffer based on each bird's tolerance level to disturbance will be implemented. A biologist will monitor the nest until the fledglings have left unless construction has been concluded.

Comment 2:

Thank you for your comment. Caltrans will comply with the provisions of the Migratory Bird Treaty Act to prevent the take of nesting migratory birds using our standard specifications.

Comment from Jodie Brixey

From: Jodie Brixey <jodiebrixey@gmail.com>
Sent: Friday, February 24, 2023 5:10 PM
To: Coley, Jonathan@DOT <Jonathan.Coley@dot.ca.gov>
Cc: Michael Fullaway <mvfullaway@gmail.com>
Subject: HWY 4 & 49

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Jonathan,

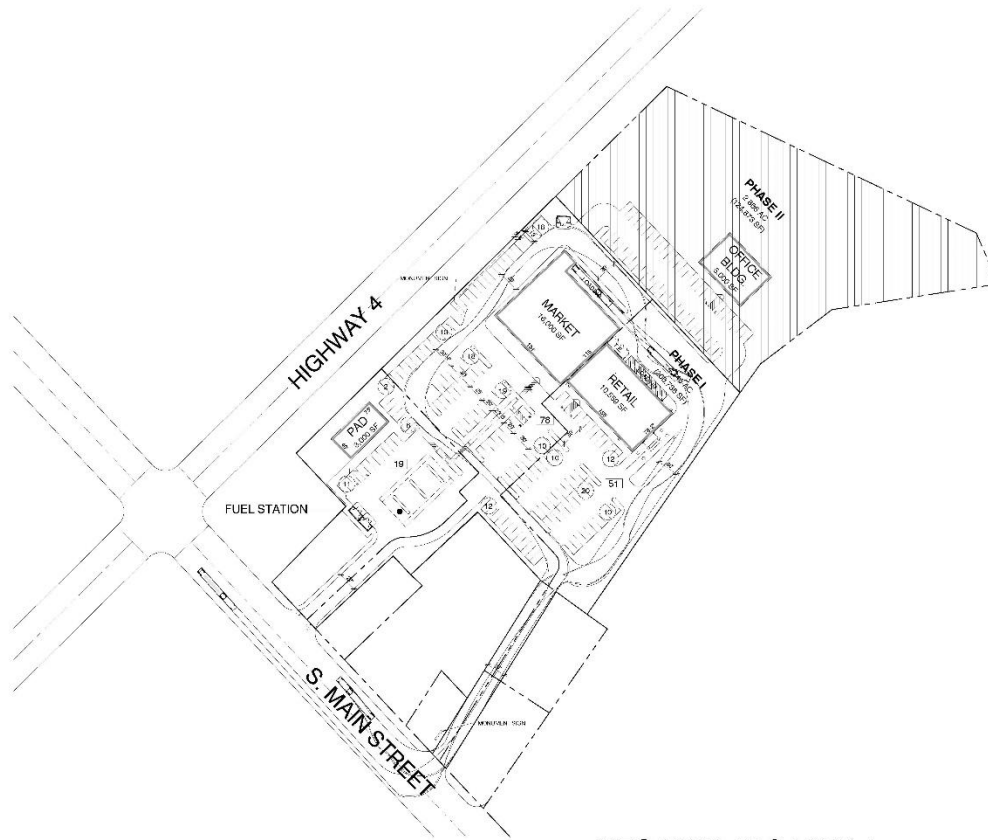
I attended the meeting the other night that was held in the Bret Harte multi-purpose room regarding the roundabout project. I share most of the same concerns as the other residents in attendance that night. I'm also very concerned with the access points to my property. I have attached the development plans/project summary that have been submitted to the City of Angels Camp. I have more details if you need those as well. We also own 155 S. Main Street Angels Camp and I am the general manager at the business, Calaveras Lumber, which resides there. I would like to know more about the construction and how that will affect the flow of traffic to the business pre, during, and post construction.

Thank you for your time,

Jodie Brixey and Michael Fullaway

[The following attachment was included with the Brixey email]

Attachment from Jodie Brixey:



LOCATION MAP

PROJECT SUMMARY

TOTAL SITE AREA: ±4.746 AC ±206,738 SF
 LAND TO BLDG. RATIO: 6.99/1
 COVERAGE: 14.29%

RETAIL
 BUILDING AREA: ±29,559 SF
 PARKING PROVIDED: 148 STALLS
 PARKING RATIO: 5/1000

PARKING REQUIRED:
 RETAIL 5/1000 SF (29,559 SF): 148 STALLS

NEC HWY 49 & HWY 4
 CALAVERAS, CA

DATE: 08-18-20
 MCG JOB #: 19421

DATE: REVISIONS:

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SITE PLAN
 Scheme E



111 Pacific, Suite 280
 Irvine, California 92618
 T: 949.553.1117 F: 949.474.7056
 mcgarchitecture.com



Response to Comment from Jodie Brixey

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Coordination between the Design team and the property development has been addressed by providing the turning movements to the driveway locations proposed in the property development schematic. Sidewalks and driveways will be constructed with this project, and the duration of closures will be determined during the right-of-way process. The work at the driveways and along the roadway will require full closures from time to time to construct the improvements; however, temporary access by using trench plates or a temporary surface to allow entry and exit is proposed with the project. Coordination between Right-of-Way, Design, and Construction personnel will occur to ensure entry and exit to the property.

Comment from Vicky Reinice via Public Meeting Comment Card

I'm not in support of a roundabout a 4&49 or at Route 49 & Francis St.

Angels Camp is a small community with very little Traffic.

The current traffic lights work here just fine.

I prefer the No Build Alternative.

We could find better use of \$9,100,00 + dollars

Response to Comment from Vicky Reinice

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. Your preference for the No-Build Alternative will be conveyed to the Project Development Team.

Comment from Rosalinda A. Cathcart via Public Meeting Comment Card

Very disappointed in this 1st presentation. This feels little a cut & dry proposition that will continue without concerns for local business or residents.

We viewed a “Partial” items list of future Cal Trans construction in the Angels Camp area which shows not only the “project” but “future roundabouts.” This “roundabout” has been the works for sometime and yet we only find out about it within the last month. What cost was the current signaled area. What a waste to take it out!

Response to Comment from Rosalinda A. Cathcart

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. The purpose of the public meeting was to show the public the proposed alternatives for the intersection and roadway improvements and allow the public to comment on which alternative they prefer. Once all the comments have been received, Caltrans will review the comments from the public and select a preferred alternative based on the purpose and need of the project and community input.

Comment from Mary A. De Anda, representing Alfred De Anda Angels Foods, 45 So. Main Street via Public Meeting Comment Card

We don't need a roundabout in AC at Hwy 4&49. It will cause traffic backups, delays & accidents. Truckers don't want them. I've been in business at 45 So. Main St. for forty eight years, and onle see moderate traffic when schools are taking int and letting out & people going to & from work, some holiday – Frog Jump. Haven't seen any major accidents and few rear enders- mainly distracted drivers not paying attention to traffic & signal light changes. All cities have signal lights.

Also there is an occupied residence at 45 So. Main St. Not listed in your draft. Tax payers dollars could be better spent.

Response to Mary A. De Anda

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. The Draft Relocation Impact Report determined the business at 45 South Main Street would not be affected by Alternatives 1 and 3. However, Alternatives 2 and 4 will impact the business at 45 South Main Street. Relocation assistance is part of the Right-of-Way process and will be determined during the Appraisal and Acquisition process.

Comment from Mary A. De Anda, representing Alfred De Anda Angels Foods, 45 So. Main Street via Public Meeting Comment Card

Tax payers just paid for the bypass and traffic lights at Hwy 4&49—We don't want or need a roundabout to back up traffic & cause delays & accidents. Drivers of logging trucks, cattle, & freight liners as well as busses & travel homes don't want them. Spend taxpayers money more wisely for needed projects. Don't put in Big City projects. We like our area the way it is—so do tourist. You didn't list the occupied residence at 45 So. Main that all of this could have an impact on.

Response to Comment from Mary A. De Anda

Thank you for your comment on the Calaveras 49 Mobility Improvement Project. The Draft Relocation Impact Report determined the business at 45 South Main Street would not be affected by Alternatives 1 and 3. However, Alternatives 2 and 4 will impact the business at 45 South Main Street. Relocation assistance is part of the Right-of-Way process and will be determined during the Appraisal and Acquisition process.

Comment from Gregory A. De Anda representing Alfred De Anda Angels Foods, 45 So. Main Street via Public Meeting Comment Card

ROUNDBABOUTS ARE VERY DANGEROUS. WHAT IS THE SPEED LIMIT GOING TO BE FROM COPELLO DRIVE TO STOP LIGHTS OR ROUNDBABOUT? WHAT IS SPEED LIMIT, GOING TO BE FROM ONE END OF TOWN TO THE OTHER END (POLICE, AMBULANCE, FIRE TRUCKS, LOWBED, HEAVY EQUIPMENT TRANSPORTS. ALL EMERGENCY VEHICLES WILL HAVE TO GO TO ROUNDBABOUT TURN AROUND & BACK TRACK. THIS WILL COMPACT & SLOW TRAFFIC VERY SLOW. TRAFFIC WILL TRY TO CUT IN FRONT OF TRUCKS, CUTTING TRUCKS OFF. THE FILE SHOWED AT CALTRANS MEETING, SHOWED YOUNG DRIVE IN A CAR, WITH ONE OTHER CAR ON ROADS & ROUNDBABOUT. THIS WILL CONGEST TRAFFIC BRINGING TRAFFIC TO A BOTTLENECK. LONGER WAIT TIMES, AT THE STOP LIGHTS, WE HAVE NOW. THIS PROJECT, WILL TAKE PEOPLES PROPERTY, HOUSES, BUSINESSES, SOME PEOPLE, HAVE LIVED & BEEN IN BUSINESS HERE, 50 YEARS PLUS. WHERE ARE THEY SUPPOSED TO GO?

THERE IS NO JOBS OR INDUSTRY HERE FOR PEOPLE TO WORK, BE EMPLOYED, MAKE A LIVING NOW! HOW ABOUT IF CALTRANS TAKES THIS TO ANGELS CAMP CITY COUNCIL & APPROVES, WITH A WRITTEN GUARANTEE TO THE PEOPLE OF ANGELS CAMP, THAT THE FOLLOWING BUSINESS, WILL BE HERE BEFORE PROJECT IS COMPLETED

1. SAFEWAY
2. AUTOZONE
3. LOWES
4. HARBOR FREIGHT
5. 99 CENT STORE
6. JACK IN THE BOX
7. ARCO AM-PM
8. LITTLE CEZZARS PIZZA
9. DENNY'S RESTAURANT

Response to Comment from Gregory A. De Anda

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Roundabouts are a proven safety measure by the Federal Highway Administration. The research and statistics reflect their safety benefits. Emergency response vehicles will have the ability to use the median island cut-through to avoid having to use a roundabout to turn around. Roundabouts are also more efficient at moving vehicles, pedestrians, bicyclists, emergency vehicles, and large trucks through corridors compared to conventional

intersection controls. All of the proposed build alternatives have been designed for future traffic demands and volumes. If no improvements were made, this corridor would have to endure longer traffic delays and inconsistent sidewalk and bicycle facilities. The video at the public meeting did not show a driver in the vehicle; the purpose was to show what State Route 49 could look like after one of the build alternatives was constructed.

The Right of Way process includes aiding in the relocation of displaced property owners. This will be determined by the property owner(s) and the Right of Way unit and documented in the Right of Way Agreement. Caltrans does not have the ability to bring businesses to a community; the proposed improvements would provide better circulation to those that already exist.

**Comment from Susan Morse and Robert J. Fulton via Public Meeting
Comment Card**

See attached to comment card—Susan Morse-2/24/203, attach hereto & incorporated hereto:

Robert Fulton: See attached “A”

**ATTACHMENT TO COMMENT CARD -
Robert J. Fulton - 2/24/23 Cal 49 - Mobility Improvement Project**

OPPOSE: Cal 49 - Mobility Improvement Project - Alternatives 1, 2, 3, 4

SUPPORT: No Build Alternative

Calaveras County- can be described as rural, tourist destination, and demographically sr. citizens The purpose and need cited in the Project Information is misleading and false;

1. **Fuel Use:** Deceleration and acceleration manifesting requires more fuel than a stable speed and adds more emissions. Traffic signals occasionally interrupt traffic; roundabouts always result in slowdown/speed up traffic flow which could ultimately cause rear end collisions.
2. **Cost:** the existing traffic signals require maintenance only; roundabout costs upwards of \$10 million just to construct and is unjustifiable. Higher maintenance costs make modern roundabouts an expensive solution for traffic control.
3. **Increase travel time:** Given the fact that Calaveras County/ Angels Camp are tourist destinations, roundabouts are likely to increase visitor's travel time and require them to spend more time on the road.

Conclusion: Despite benefits that might accrue to roundabouts generally, a roundabout constructed in the proposed location has **none of those benefits**; Therefore, this project including each of the 4 alternatives serve no benefit to Calaveras County/Angels Camp and should not be considered.

Roundabouts are a continuing government interference in citizens lives with little or no justification and are mostly objected to by those who are forced to use them.

Robert J. Fulton
P.O. Box 3614
Arnold, CA 95123

ATTACHMENT TO COMMENT CARD - Robert J. Fulton - 2/24/23

Response to Comment from Susan Morse and Robert J. Fulton

Thank you for your interest in the Calaveras 49 Mobility Improvement Project. Your comment favoring the No-Build Alternative and opposing the build alternatives will be conveyed to the Project Development Team.

List of Technical Studies Bound Separately

Draft Relocation Statement

Air Quality Memo

Biological Resources Evaluation (No Effect) Memo

Climate Change/Greenhouse Gas Memo

Community Impact Analysis Memo

Cultural Studies

- Supplemental Historic Property Survey Report
- Historical Resources Evaluation Report

Cumulative Impact Assessment Memo

Energy Analysis Report Memo

Hazardous Waste Reports—Initial Site Assessment

Noise Compliance Study

Paleontology Memo

Section 4(f) Memo

Visual Impact Assessment

Water Compliance Memo

Wildfire Severity Analysis Memo

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

Jonathan Coley
District 10 Environmental Division
California Department of Transportation
1976 Doctor Martin Luther King Junior Boulevard, Stockton, CA 95250

Or send your request via email to: jonathan.coley@dot.ca.gov.

Or call: (209) 479-4083

Please provide the following information in your request:

Project title: Calaveras 49 Mobility Improvements Project

General location information: In Calaveras County on State Route 49 and State Route 4 in the City of Angels Camp

District number-county code-route-post mile: 10-CAL-49/4-8.4-9.1, R20.8-21.4

Project ID number: 10-1H010/1017000057