

## California Department of Transportation

OFFICE OF THE DISTRICT 10 PLANNING  
P.O. BOX 2048 | STOCKTON, CA 95201  
(209) 948-7325 | FAX (209) 948-7164 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



March 1, 2024

Magda Gonzalez  
Senior Planner  
9426 Main Street  
City of Plymouth  
CA 95669

**AMA-49-PM 17.19**  
**Arco Initial Study (IS)**  
**SCH 2024020094**

Governor's Office of Planning & Research

**Mar 01 2024**

**STATE CLEARINGHOUSE**

Dear Ms. Gonzalez,

California Department of Transportation (Caltrans) appreciates the opportunity to review and respond to the ARCO Store Project Initial Study (IS) that proposes an ARCO fueling facility consisting of an AM/PM convenience store and a car wash on the southern vacant lot. The convenience store would be 3,400 square feet (SF), with a height of 30 feet, and the automatic car wash would be 22 feet 9 inches in height and would occupy 1,152 SF on a 24-by-48-foot section of the parcel. The gas station would include a 49-by-94-foot fuel canopy (4,606 SF) with a height of 18 feet 6 inches and six (6) multi-product dispensers that would create a total of twelve (12) vehicle fueling positions. The fueling facility would require the installation of three (3) underground storage tanks, one with a single compartment for unleaded fuel and a second with two compartments, one for premium fuel and one for diesel.

The proposed project is located at 18725 State Route (SR) 49 in Plymouth. The project area is south of Main Street and east of Mill Street on the southwest corner of the intersection of SR 49 and Main Street.

### **Caltrans at this time has the following comments:**

#### **Environmental**

If any construction related activities will encroach into Caltrans Right-of-Way (ROW), the project proponent must apply for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies will include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste locations, scenic highways, and/or other environmental resources within Caltrans Right of Way, at the project site(s). Evidence of consultation with local Native American tribes and

interested parties will need to be presented within the technical documents for approval of encroachment in the State ROW. If unknown cultural resources are discovered during construction, Caltrans requires that all work stop immediately within a 60-foot radius of the discovery. This differs from the Mitigation Measures "CUL-1" and "CUL-3" proposed in the Initial Study (IS). For all work in State ROW, if discovery of a cultural resource is made during construction, 60-foot protective buffer must be adhered to. No work will be allowed to resume until authorized by the Caltrans Professionally Qualified Staff.

The Mitigation Measure "BIO-1" described in the IS states that project proponent considers the bird nesting season to be January 15 – August 31. Caltrans considers the nesting season to be February 1 – September 30. So if work will occur in State ROW between February 1 and September 30 of any given year, a pre-construction bird survey must be conducted by a qualified biologist prior to the start of any construction related activities in State ROW. If an active nest is observed, a protective buffer must be established around the nest per CDFW guidelines. Caltrans will require a 600-foot minimum buffer radius for an active Swainson's hawk nest. No work is allowed within the protective buffer limits until the young have fledged and until authorized by the Caltrans District 10 Environmental Office. Results of the pre-construction bird survey(s) must be provided to the Caltrans District 10 Environmental Office prior to the start of construction.

If there are impacts to protected water resources within State ROW, Caltrans will need to see the correspondence with the permitting authorities (California Department of Fish and Wildlife, United States Army Corps of Engineers, Regional Water Quality Control Board) and be provided copies of any required permits prior to the start of any construction in State ROW. If work will encroach into State ROW, a Lead Compliance Plan must be completed by a Certified Industrial Hygienist to address the potential to encounter Aerially Deposited Lead and/or lead-based paint/stripping. That Lead Compliance Plan must be submitted with the Encroachment Permit Application. Please also be sure to submit the Biological Resources Assessment (BRA), Archaeological Survey Report, and Phase I and Phase II Environmental Site Assessments that were completed for this project. Were the two Underground Storage Tanks removed as the IS states would happen in December 2023?

### **Hydrology**

Please provide drainage plans and calculations. The developer needs to ensure that the existing State drainage facilities will not be significantly impacted by the project. If historical undeveloped topography shows drainage from this site flowed into the State ROW, it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. If historical undeveloped topography shows drainage from this site does not flow into the State Right-of-Way, then it will not be allowed to flow into the State ROW at this time.

Additional review will be required once the drainage plans and calculations are submitted.

### **Traffic Operations**

The Initial Study/Mitigated Negative Declaration (IS/MND) and the Transportation Study show two (2) projects access along SR 49, but the Preliminary Site Plan shows only one driveway along SR 49. Please clarify how many driveways are planned for this project along SR49.

We do not recommend having more than one driveway on the SR because it would create more conflict points and safety concerns.

The IS/MND and Transportation Study must be revised to show one consolidated project access along SR 49.

Please show pavement markings for the site plan and fuel truck turning template, including Two Way Left Turn Lane (TWLTL), Median Taper, and Shoulder striping.

What is the reason for excluding any access on Mill Street?

### **Encroachment Permits**

This location will require an Encroachment Permit Application to be submitted. The project is adjacent to SR 49 and Main Street in Plymouth. Please provide the following:

- Where the state ROW lines are exactly in order for us to determine what type of Traffic Control will be required once construction starts.
- If there is any excavation near or under the roadway, and how will the excavation affect the existing traffic lanes?
- Is the project going to include sidewalks and driveways? This information must also be submitted to our Encroachment Permit plan reviewer for Americans with Disabilities Act (ADA) compliance as part of the plans.
- A copy of the project plans and the encroachment permit Application will be required to determine how much inspection time will be required for construction inspection and for Stormwater Pollution Prevention Plan (SWPPP).

Magda Gonzalez, Senior Planner

March 1, 2024

Page 4

### **Outdoor Advertising**

It is important to note that any advertising structure visible to the National Highway System (NHS) is subject to the provisions of the California Outdoor Advertising Act outlined in Business and Professions Code Section 5200 et seq. Any advertising structure that displays off-premise commercial copy visible from the NHS will require a permit from the Office of Outdoor Advertising (ODA). Any advertising structure that only advertises goods and services available on-premise will not require a permit from ODA, provided it adheres to the provisions of Business and Professions Code Section 5272 and 5274 and California Code of Regulations 2243 and 2246. Each of the proposed advertising structures should refrain from operating in any of the conditions outlined in Business and Professions Code Section 5403. For questions related to the ODA permit application process please visit our website at: <http://www.dot.ca.gov/trafficops/oda/>.

Caltrans suggests Amador County continue to coordinate and consult with Caltrans to identify and address potential cumulative transportation impacts that may occur from this project and other developments near this location. This will assist Caltrans in ensuring that traffic safety and quality standards are maintained for the traveling public on existing and future state transportation facilities.

If you have any questions or would like to discuss these comments, please contact Paul Bauldry at (209) 670-9488 (email: [paul.bauldry@dot.ca.gov](mailto:paul.bauldry@dot.ca.gov)) or me at (209) 483-7234 (email: [Gregoria.Ponce@dot.ca.gov](mailto:Gregoria.Ponce@dot.ca.gov)).

Sincerely,

*Gregoria Ponce'*

Gregoria Ponce', Chief  
Office of Rural Planning

c: State Clearinghouse  
Chuck Beatty, Director, Amador County Planning Department