State Route 12/26 Intersection Improvement Project

CALAVERAS COUNTY
CAL-12-PM 9.827-10.127/ 26-PM 10.132-10.502

Initial Study with Proposed Mitigated Negative Declaration

Prepared by
Calaveras County

December 2011
General Information about This Document

What’s in this document:
Calaveras County (County) has prepared this document, which examines the potential environmental impacts of the alternatives being considered for the proposed State Route 12/26 (SR-12/26) Intersection Improvement Project (Project) located in the Town of Valley Springs, Calaveras County, California. The County is the lead agency under the California Environmental Quality Act (CEQA). Pursuant to compliance with CEQA, this Project requires an Initial Study (IS) that could result in a Mitigated Negative Declaration.

The document tells you why the Project is being proposed, what alternatives have been considered for the Project, how the existing environment could be affected by the Project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:
Please read this IS/MND document. Additional copies of this document are available for review at the following locations:

- Valley Springs Branch Library
  240 Pine Street
  Valley Springs, CA 95252

- Calaveras County
  Department of Public Works
  891 Mountain Ranch Road
  San Andreas, CA 95249

- A Public Meeting will be conducted on January 11th 2011 for the project.
- We welcome your comments. If you have any comments or concerns regarding the proposed Project, send your written comments to the County by the deadline: January 27, 2012.
- Submit comments via U.S. mail to the County at the following address: Calaveras County, Department of Public Works Attn: Jared Brown, Project Engineer, 891 Mountain Ranch Road, San Andreas, CA 95249.
- Submit comments via email to: JBrown@co.calaveras.ca.us.

What happens next:
After comments are received from the public and reviewing agencies, the County may: (1) give environmental approval to the proposed Project, (2) undertake additional environmental studies, or (3) abandon the Project. If the Project is given environmental approval and funding is appropriated, the County could design and construct all or part of the Project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Calaveras County, Department of Public Works Attn: Jared Brown, Project Engineer, 891 Mountain Ranch Road, San Andreas, CA 95249; (209) 754-6020.
INITIAL STUDY with Proposed Mitigated Negative Declaration

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

CALAVERAS COUNTY
Department of Public Works

Date of Approval: 12-27-2011

Jonathán Mitchell
Senior Engineer
Calaveras County
Department of Public Works
PROPOSED MITIGATED NEGATIVE DECLARATION
Pursuant to: Division 13, Public Resources Code

Project Description
Calaveras County (County) proposes to improve the State Route 12/26 (SR-12/26) intersection located in the Town of Valley Springs, Calaveras County, California. The project proposes to implement minor improvements to the existing four-way stop controlled intersection without changing the stop sign control. The project will restripe the intersection with 12 foot travel lanes, and bike lanes, providing for a free right movement from the northbound SR 26 leg onto the eastbound SR 12/26 combined leg. The existing right turn lane, from eastbound SR 12 onto southbound SR 26, will be widened to incorporate a free right movement. The project also includes a left turn pocket along westbound SR 12/26 onto southbound SR 12 with a storage and deceleration length of 540 feet. ADA ramps will be included at all four corners of the intersection. A short retaining wall may be built in the southeast quadrant of the intersection along SR 12/26. Improvements are necessary to reduce traffic congestion and to improve overall traffic operations at the SR 12/26 intersection for both existing and future conditions.

Determination
This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the County’s intent to adopt an MND for this Project. This does not mean that the County’s decision regarding the Project is final. This MND is subject to modification based on comments received by interested agencies and the public.

The County has prepared an Initial Study for this Project, and pending public review, expects to determine from this study that the proposed Project would not have a significant effect on the environment for the following reasons:

The proposed Project would have no effect on agriculture and forest resources, minerals resources, cultural resources, land use and planning, and recreation.

The proposed Project would have no significant effect on aesthetics, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, population and housing, public services, traffic/transportation and utilities and service systems.

The proposed Project would have no significant effect with incorporation of mitigation measures on air quality, biological resources, hazards and hazardous materials, noise, and traffic/transportation.

Jonathan Mitchell       Date
Senior Engineer
Calaveras County
Department of Public Works
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Archaeological Survey Report (October 2011)
Historic Property Survey Report (October 2011)
Hazardous Waste Initial Study Site Assessment (October 2011)
Natural Environment Study (Minimal Impacts) (October 2011)
Noise Technical Memorandum (October 2011)
Visual Impact Memorandum (October 2011)
Water Quality Memorandum (October 2011)
Community Impact Assessment Checklist (October 2011)
INTRODUCTION:

This Initial Study with Proposed Mitigated Negative Declaration (IS/MND) was prepared for the State Route 12/26 (SR-12/26) Intersection Improvement Project (Project) which is located in the Town of Valley Springs, Calaveras County, California. The Town of Valley Springs is within the central western portion of Calaveras County, located at the SR 12 and SR 26 intersection. The project lies within Township 4N Range 10E, Section 24 of the Valley Springs 7.5 minute United States Geological Survey (USGS) quadrangle sheet. Calaveras County (County) proposes to implement minor improvements to the existing four-way stop controlled intersection without changing the stop sign control. Improvements are necessary to reduce traffic congestion and to improve overall traffic operations at the SR 12/26 intersection for both existing and future conditions.

In accordance with California Environmental Quality Act (CEQA) and its Guidelines, this IS/MND has been prepared as documentation for the Project. This IS/MND includes a description of the project, an evaluation of the potential environmental impacts, findings from the environmental review, and proposed mitigation measures to lessen or avoid impacts on the environment.

This IS/MND evaluates the potential environmental impacts that may result from development of the project. The County is the Lead Agency under CEQA for the proposed project. The County is responsible for approval of the CEQA environmental documentation and approval of the project. The contact person is Jared Brown, Project Engineer, Calaveras County Department of Public Works.

PROJECT DESCRIPTION AND BACKGROUND:

Setting

The SR-12 and SR-26 intersect at a 4-way stop in the community of Valley Springs, in Calaveras County (Figure 1: Project Vicinity and Figure 2: Project Location). The intersection is located immediately north of the abandoned Southern Pacific Railroad tracks and has non-standard truck turning radii at the southeast, northeast, and northwest intersection corners. It is most severe at the southeast corner where trucks and buses from SR 26 cannot make this turn to go east until it is clear on the eastern leg of combined SR 12-26. The intersection geometry is relatively narrow with one through lane on all directions. On the eastbound SR 12 approach there is a right turn lane to SR 26. The tight intersection geometry, non-standard intersection corner radius, and four-way stop traffic control contribute to poor traffic operations during peak periods. The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks to operate on the Interstate and certain primary routes called collectively the National Network. These trucks, referred to as STAA trucks, are longer than California legal trucks. As a result, STAA trucks have a larger turning radius than most local roads can accommodate. California Legal Advisory Routes accommodate California Legal trucks, which are allowed a maximum kingpin-to-rear-axle (KPRA) distance length of 40 feet; however, truckers are advised not to use advisory routes unless their KPRA is less than 40 feet. SR 12 is classified as a STAA National Network route while SR 26 is classified as a California Legal Advisory Route.

Currently the intersection is operating at a Level of Service (LOS) of D. With the build out of the County General Plan, the intersection will operate at a LOS F. The existing Calaveras County General Plan identifies a LOS standard for the County of LOS C. It is the desire of Calaveras County to address the LOS shortfall at this intersection and improve operations at the intersection.
FIGURE 1
Project Vicinity
CAL-12(PM 9.827-10.127)/26(PM 10.132-10.502)
SR 12/26 Intersection Improvement Project
Valley Springs, Calaveras County, California
FIGURE 2
Project Location

CAL-12(PM 9.827-10.127)/26(PM 10.132-10.502)
SR 12/26 Intersection Improvement Project
Valley Springs, Calaveras County, California
Currently the intersection is operating at a Level of Service (LOS) of D. With the build out of the County General Plan, the intersection will operate at a LOS F. The existing Calaveras County General Plan identifies a LOS standard for the County of LOS C. It is the desire of Calaveras County to address the LOS shortfall at this intersection and improve operations at the intersection.

**Purpose and Need**

**Purpose**

The purpose of the SR-12/26 Intersection Improvement Project (Project) is to construct intersection improvements that would:

- Improve intersection traffic operation;
- Improve local traffic circulation in the immediate area;
- Remain consistent with the general plan and existing and planned local development; and,
- Provide context sensitive solutions consistent with the rural character and values of the local community.

**Need**

The Project is needed due to the current 4-way stop intersection operating at a LOS of D during the peak hour, which is below the County’s standard LOS of C.

**Project Description**

**Description of Work**

Calaveras County, with Project oversight from Caltrans, is evaluating alternative solutions to improve traffic operations at the intersection. The existing footprint of the intersection includes single lane approaches along all four legs of the intersection (see Figure 2: Project Location). SR 12 and SR 26 have a posted speed limit of 35 mph. Laurel Street, a city street which is the fourth leg of the intersection, is assumed to have a statutory speed limit of 25 mph.

Two alternatives are being evaluated as viable solutions. Alternative 1: Minimal Improvements and Alternative 2: No Build are discussed in further detail below.
Alternative 1: Minimal Improvements

The “Minimal Improvements” alternative proposes to implement minor improvements to the existing four-way stop controlled intersection without changing the stop sign control. Approach speeds would remain at 25 mph along Laurel Street and 35 mph along the SR 12 and SR 26 legs. Existing parking along the north leg of the intersection will remain unchanged.

The minimal improvements alternative proposes to restripe the intersection with 12 foot travel lanes, and five foot bike lanes, providing for a free right movement from the northbound SR-26 leg onto the eastbound SR 12/26 combined leg. The existing right turn lane, from eastbound SR 12 onto southbound SR 26, will be widened to incorporate a free right movement. Both free right movements will have receiving lanes with lengths greater than 300 feet. Alternative 1 also includes a left turn pocket along westbound SR 12/26 onto southbound SR 26 with a storage and deceleration length of 540 feet. ADA ramps will be included at all four corners of the intersection. The proposed project will require full acquisition of 2 parcels and sliver takes along 4 additional parcels in order to accommodate the proposed widening (Figure 3: Project Features). Utility relocations will also be required during construction of the proposed project.

Earthwork for Alternative 1 would include excavation for the following improvements: placement of sidewalk, curb and gutter, existing driveway improvements, sidewalk gap closures and formalized parking improvements. A short retaining wall may be built in the southeast quadrant of the intersection along SR 12/26.

A traffic memorandum analyzed the proposed geometric configuration of Alternative 1. Overall, the analysis indicated that minimal improvements would result in an LOS of C or better throughout the year 2021. The alternative has received favorable support from the local community and project stakeholders.

Alternative 2

The “No Build” alternative would not alter the intersection. The existing condition, a 4-way stop controlled intersection, would remain unchanged. The existing footprint of the intersection includes single lane approaches from all four legs with no storage or deceleration lane capacity. Laurel Street would remain at a statutory speed limit of 25 mph while the SR 12 and SR 26 legs would remain at a posted speed limit of 35 mph. Existing traffic operations would remain at LOS D, degrading to LOS F by year 2034.

Consultation and Coordination with Public Agencies

Consultation with several agencies occurred in conjunction with preparation of the Project technical reports and this Initial Study. These agencies are identified in the various technical reports and include: Caltrans, U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers, and the Native American Heritage Commission (NAHC).
Biological Resources
Coordination or consultation with California Department of Fish and Game (CDFG) will be conducted as vegetation exists in the roadside ditch along the southeast leg of the project area. A USFWS species list was also obtained during early stages of project design. No endangered species are anticipated to occur within the project limits. However, no special status or State or Federal endangered/threatened species or habitats were found to be present within the project area. For USFWS agency correspondence records, see Appendix D Agency Correspondence.

Cultural Resources
The NAHC was contacted by letter for the proposed project and correspondence was received September 1, 2011; search of their records did not identify any known sacred lands or cultural resources in or around the project Area of Potential Effects (APE). An archaeological survey of the project area was conducted and no new cultural resources were identified. The NAHC also provided a contact list of Native American representatives for Calaveras County (Appendix D Agency Correspondence). The list included 10 Native American contacts. Consultation letters were sent out on September 2, 2011 to initiate communication with these 10 Native American contacts. To date, several responses have been received and none have expressed concern with the project (Appendix E Native American Correspondence).

Table 1 Permits, Reviews, and Approvals Required for Project Construction

<table>
<thead>
<tr>
<th>Agency</th>
<th>Permit/Approval</th>
<th>Status</th>
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<tbody>
<tr>
<td>Regional Water Resources Control Board (RWRCB)</td>
<td>Section 402 Notice of Intent to comply with the National Pollution Discharge Elimination System (NPDES)</td>
<td>Application for Section 402 permit prior to construction.</td>
</tr>
</tbody>
</table>
**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**
The environmental factors checked below would be potentially affected by this Project. Please see the checklist beginning on page 13 for additional information.

<table>
<thead>
<tr>
<th>☒</th>
<th>Aesthetics</th>
<th>☐</th>
<th>Agriculture and Forestry</th>
<th>☒</th>
<th>Air Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>☒</td>
<td>Biological Resources</td>
<td>☒</td>
<td>Cultural Resources</td>
<td>☐</td>
<td>Geology/Soils</td>
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<tr>
<td>☒</td>
<td>Greenhouse Gas Emissions</td>
<td>☒</td>
<td>Hazards and Hazardous Materials</td>
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<td>Hydrology/Water Quality</td>
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<tr>
<td>☐</td>
<td>Land Use/Planning</td>
<td>☐</td>
<td>Mineral Resources</td>
<td>☒</td>
<td>Noise</td>
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<td>☒</td>
<td>Population/Housing</td>
<td>☒</td>
<td>Public Services</td>
<td>☐</td>
<td>Recreation</td>
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<td>☒</td>
<td>Transportation/Traffic</td>
<td>☒</td>
<td>Utilities/Service Systems</td>
<td>☒</td>
<td>Mandatory Findings of Significance</td>
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**DETERMINATION:**
On the basis of this initial evaluation:

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<thead>
<tr>
<th></th>
<th>I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.</th>
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<tbody>
<tr>
<td>X</td>
<td>I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.</td>
</tr>
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<td></td>
<td>I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.</td>
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<td>I find that the proposed Project MAY have a &quot;potentially significant impact&quot; or &quot;potentially significant unless mitigated&quot; impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.</td>
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<td>I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required</td>
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<th>Signature:</th>
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CEQA Environmental Analysis

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed Project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included following the applicable section of the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

<table>
<thead>
<tr>
<th>I. AESTHETICS: Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
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<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
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<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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a-b) **Less than Significant.** The proposed Project would have a less than significant impact on scenic vistas or scenic resources. As discussed in the Visual Impact Memorandum (Visual Impact Memorandum for State Route 12/26 Intersection Improvement Project 2011), the Project would widen an existing intersection which is not a prominent visual feature in the area. Construction impacts would include the removal of ornamental trees, the demolition of the Tri-Dam Realty building that exists in the southeast quadrant of the intersection and require sliver parcel takes to accommodate for the widened intersection. The removal of several ornamental trees/shrubs and the demolishment of the Tri-Dam Reality building will have slight visual impacts as there will no longer be a building in the southeast quadrant of the intersection; however, the Tri-Dam Realty nor ornamental vegetation is not considered a sensitive visual/scenic or historic resource.
The project is also not located in a State, County, or local scenic highway or roadway, nor is it adjacent to a Scenic Byway (Caltrans 2011a, Caltrans 2008, FHWA 2011).

c) **Less than Significant.** As discussed in the Visual Impact Memorandum (Visual Impact Memorandum for State Route 12/26 Intersection Improvement Project 2011) the visual environment will remain nearly the same with the slight widening of the existing SR-12/26 intersection and the addition of the two dedicated right turn lanes. The SR-12/26 intersection is not a prominent visual feature in the area.

Construction of the proposed Project would temporarily change views experienced by drivers and pedestrians in the Project area since construction equipment would be visible from neighboring areas. Additionally, grading and excavation activities associated with improvements would temporarily alter the visual environment. These impacts are temporary, and therefore not considered to substantially degrade the visual character or quality of the site and surrounding areas.

d) **Less Than Significant Impact with Mitigation Incorporated.** The Project would not create a new source of substantial light or glare. As an intersection improvement Project, only lighting conforming to safety standards is proposed, and the slight increase in paved surface is not anticipated to increase glare such that views are adversely affected. Measure AES-1 would be implemented.

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

No mitigation is required; however, the following avoidance and/or minimization measures would be incorporated to minimize potential impacts:

- **AES-1:** A lighting plan shall be developed that requires Project lighting to be appropriately shielded. The Project’s lighting design shall be consistent with Caltrans and Valley Springs community lighting guidelines (per NR-1.3 Night Sky Protection) and standards (Valley Springs Community 2010).

- **AES-2:** Project re-vegetation shall consist only of native, locally adapted species and species shall be adapted to drought tolerant conditions.
| II. 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 Dept. 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? | | | □ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | □ |

State Route 12/26 Intersection Improvement Project
IS/MND
December 2011
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))?  

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

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

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a) No Impact. There is no farmland within or adjacent to the Project footprint and no Important Farmland (which includes Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance) within or near the proposed Project area.

b) No Impact. The Project study area is zoned as Community Center Historic (CCH), Parks and Recreation (PR), and Community Center Regional (CCR) (Valley Springs Community 2010). There is no Williamson Act contract land in the Project study area.

c & d) No Impact. There are no forest lands or timberlands (or lands zoned as such) in the Project footprint area. The Project would not result in the loss of forest land or conversion of forest land to non-forest use.

e) No Impact. The Project is an existing facility surrounded by recreational and commercial development with no farmland within or adjacent to the Project footprint (Valley Springs Community 2010). Proposed Project improvements would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

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

No mitigation is required or proposed.
<table>
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<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
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<tr>
<td><strong>III. AIR QUALITY</strong>: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:</td>
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</tr>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td>☐</td>
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<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>

**a-c) No Impact.** The proposed Project would not conflict with the applicable air quality plan, violate any air quality standard or contribute substantially to an existing air quality violation, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

The proposed project is located within the Mountain Counties Air Basin in the region administered by the Calaveras County Air Pollution Control District (CCAPCD). The CCAPCD administers air quality in the entirety of Calaveras County. The Project is in an area in non-attainment for 8-hour Ozone under the National Ambient Air Quality Standards (NAAQS); the area is in attainment or unclassified for the other criteria.
pollutants under NAAQS. See Table 2 for attainment status of Criteria Pollutants within the Project region.

The proposed Project is exempt from regional conformity requirements per Title 40 of the Code of Federal Regulations (CFR) 93.127 because it is an intersection channelization project. Further, the project has already been considered regionally, since The Project is listed under the Caltrans Federal Transportation Improvement Plan (FTIP) as Project MPO ID CALACMAQ1. See Appendix B for Calaveras RTP and Caltrans FTIP Project listing. The Project will not interfere with timely implementation of Transportation Control Measures identified in the applicable State Implementation Plan and regional conformity analysis.

The proposed Project is not exempt from project-level conformity requirements per 40 CFR 93.126. Since the Project area is not in a nonattainment or maintenance area for CO, a CO conformity analysis is not required. Since the project is not located within a NAAQS PM$_{10}$ or PM$_{2.5}$ non-attainment or maintenance area, PM$_{2.5}$/PM$_{10}$ conformity analysis is also not required. Project-level mitigation measures for construction dust will be included. Following the Transportation Air Quality Conformity Findings Checklist by Caltrans, all air quality conformity requirements, including project-level conformity will be met.

In addition the proposed project is a Category (1) project, with no potential for meaningful mobile source air toxics effects. Considering the proposed Project is not expected to result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative, the proposed Project is not anticipated to have a long-term impact on air quality.

d) **Less Than Significant Impact with Mitigation Incorporated.** Based on the map of naturally-occurring asbestos locations (California Department of Conservation 2000), some ultramafic rock formations are found in Calaveras County; however, naturally-occurring asbestos was not mapped on, or in the near vicinity of the project site. Therefore, the proposed Project does not anticipate the release of naturally-occurring asbestos.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), NOx, volatile organic compounds (VOCs), directly-emitted particulate matter (PM$_{10}$ and Particulate Matter less than 2.5 micrometers (PM$_{2.5}$)), and toxic air contaminants such as diesel exhaust particulate matter.

Dust generated by site preparation and roadway construction would result in a temporary, local impact, limited to areas of construction. Dust control practices would be incorporated into the Project to mitigate this potential impact. The dust control practices would comply with the current Caltrans’ Standard Specifications.
Dust generated by site preparation and roadway construction would result in a temporary, local impact, limited to areas of construction. Dust control practices would be incorporated into the Project to mitigate this potential impact. The dust control practices would comply with the current Caltrans’ Standard Specifications.

e) Less Than Significant Impact. Heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur dioxide, NOx, VOCs and some soot particulate (PM$_{10}$ and PM$_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would slightly increase due to vehicular delays. These emissions and their corresponding odors would be temporary and limited to the immediate area surrounding the construction site; objectionable odors affecting a substantial number of people is not anticipated.

### Table 2 Attainment Status in the Project Area

<table>
<thead>
<tr>
<th>Criteria Pollutant</th>
<th>Attainment Status</th>
<th>Federal</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>O$_3$ – 1-hour</td>
<td>No Federal Standard</td>
<td>Nonattainment</td>
<td></td>
</tr>
<tr>
<td>O$_3$ – 8-hour</td>
<td>Nonattainment</td>
<td>Nonattainment</td>
<td></td>
</tr>
<tr>
<td>PM$_{10}$</td>
<td>Unclassified</td>
<td>Nonattainment</td>
<td></td>
</tr>
<tr>
<td>PM$_{2.5}$</td>
<td>Unclassifiable/Attainment</td>
<td>Unclassified</td>
<td></td>
</tr>
<tr>
<td>CO</td>
<td>Unclassified</td>
<td>Unclassified</td>
<td></td>
</tr>
<tr>
<td>NO$_2$</td>
<td>Unclassifiable/Attainment</td>
<td>Attainment</td>
<td></td>
</tr>
<tr>
<td>SO$_2$</td>
<td>Unclassified</td>
<td>Attainment</td>
<td></td>
</tr>
<tr>
<td>Sulfates</td>
<td>No Federal Standard</td>
<td>Attainment</td>
<td></td>
</tr>
<tr>
<td>Lead</td>
<td>No Federal Standard</td>
<td>Attainment</td>
<td></td>
</tr>
<tr>
<td>Hydrogen Sulfide</td>
<td>No Federal Standard</td>
<td>Unclassified</td>
<td></td>
</tr>
<tr>
<td>Visibility Reducing Particles</td>
<td>No Federal Standard</td>
<td>Unclassified</td>
<td></td>
</tr>
</tbody>
</table>

Source: CARB 2011

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to reduce potential impacts. Most of the construction impacts to air quality are short-term in duration, and therefore, would not result in adverse or long-term conditions. Implementation of the following measures would minimize short term construction related air quality emissions:

- **AQ-1**: The construction contractor shall comply with all applicable CCAPCD rules and regulations.
- **AQ-2**: The construction contractor shall comply with Caltrans’ Standard Specifications Section 7-1.01F (Legal Relations and Responsibility) and Section 10 (Controlling Dust) of Caltrans’ Standard Specifications (2006).
- **AQ-3**: Construction contractor shall minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer’s specifications or for safety reasons more time is required.
- **AQ-4**: When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

- **AQ-5**: Implement best management practices (BMPs) throughout project duration.

- **AQ-6**: Whenever feasible, the contractor shall use diesel-fueled construction equipment with exhaust particulate filters.

- **AQ-7**: The contractor shall discontinue construction activities during first- and second-stage smog alerts.

- **AQ-8**: When feasible, the contractor should utilize existing power sources (i.e., temporary power poles) to minimize the use of diesel generators.

- **AQ-9**: Whenever feasible, the contractor should use aqueous diesel fuel

- **AQ-10**: Whenever feasible, the contractor should use construction equipment with USEPA Tier II or Tier III certification.

- **AQ-11**: Watering trucks shall be used to minimize dust; watering shall be sufficient to confine dust plumes to the project work areas.

- **AQ-12**: Grading and earth moving activities shall be suspended when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.

- **AQ-13**: The surface of inactive stockpiles shall be stabilized.

- **AQ-14**: Limit vehicular paths on unpaved surfaces and temporary roads shall be stabilized.

- **AQ-15**: Unnecessary vehicular and machinery activities shall be minimized.

- **AQ-16**: Street sweeping shall be conducted where sediment is tracked from the job site onto paved roads, and shall be performed immediately after soil disturbing activities occur or offsite tracking of material is observed.

- **AQ-17**: Disturbed land shall be revegetated, including vehicular paths created during construction to avoid future off-road vehicular activities.
<table>
<thead>
<tr>
<th>IV. BIOLOGICAL RESOURCES: Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 Game or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
<tr>
<td>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 Game or US Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
<td>☐</td>
</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>✗</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
</tbody>
</table>
a) **No Impact.** The proposed Project improves an existing intersection within the Valley Springs community. As documented in the Natural Environment Study (Minimal Impacts) (NES/MI) prepared for the Project, no appropriate habitat to support special status plants or wildlife is present within the Biological Study Area (BSA). As there is no special status species potential of occurrence within the BSA, project impacts to state and federal listed, candidate or sensitive species are not anticipated. Implementation of Minimization measure **BIO-5** will further protect wildlife.

b) **Less than Significant Impact.** The proposed Project improves an existing intersection within the Valley Springs community. As documented in the NES/MI prepared for the Project, previous development has eliminated native habitats within the BSA which largely consist of hardscape, ornamental landscaping, and ruderal roadside vegetation. Wetland vegetation exists in the roadside ditch along the southeast leg of the proposed Project area. The California Department of Fish and Game will be consulted in the permitting phase of the project. No riparian habitat occurs within or adjacent to the BSA.

c) **No Impact.** There are no jurisdictional waters of the U.S. or State, including federally protected wetlands as defined by Section 404 of the Clean Water Act, within the Project limits.

d) **Less than Significant Impact with Mitigation.** The proposed Project improves an existing intersection within the Valley Springs community and any habitat available to wildlife within the BSA is degraded. Due to the amount of development and hardscape, lack of migratory corridor, and the high level of anthropogenic activity within the BSA, ground movement of native resident or migratory wildlife species is not anticipated within the Project area.

Although the BSA is lightly vegetated, native birds protected under the Migratory Bird Treaty Act (MBTA), and similar provisions under CDFG code have the potential to nest within the BSA. The Project would not interfere substantially with their movements because the BSA is highly disturbed by anthropogenic activities. With minimization measure **BIO-1**, potential impacts to migratory birds would be avoided.

e) **No Impact.** The Project does not conflict with any local policies or ordinances protecting biological resources, and will conform to water quality Minimization measures **BIO-2** through **BIO-4** to protect water resources.

f) **No Impact.** The Project is not located within the limits of a habitat conservation plan or natural community conservation plan.
Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization, and/or mitigation measures will be implemented to minimize potential impacts to biological resources:

- **BIO-1**: If shrub or tree removal is to take place during the breeding season (February 15th – September 15th), a pre-construction breeding bird survey shall be conducted within 7 days of these activities. The contractor shall remove all suitable nesting vegetation within 2 weeks following pre-construction nesting clearance. A no-disturbance buffer shall be established around any active nest or breeding pair territory to limit the impacts of construction activities. The buffer shall not be removed until after the breeding season or until after a qualified wildlife biologist determines that the young have fledged. The extent of these buffers shall be determined by the biologist (coordinating with the County, Department, USFWS and CDFG) and will depend on the level of noise of construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.

- **BIO-2**: Erosion control measures for this project shall be designed to prevent the spread of invasive plant species. Only native species found in this region will be included in seed mixtures. Any landscaping designs for this project shall not contain invasive species in the plant selections or seed mixtures. Construction equipment shall be cleaned before mobilizing to arrive at the project site and before leaving the project site.

- **BIO-3**: Erosion control measures shall be implemented during construction. To minimize the mobilization of sediment to adjacent water bodies, the following erosion control and sediment control measures will be included in the Storm Water Pollution Prevention Plan (SWPPP) to be included in the construction specifications, based on standard Caltrans measures and standard dust reduction measures.
  - Soil exposure shall be minimized through the use of temporary BMPs, groundcover, and stabilization measures;
  - Where appropriate, bare areas shall be covered with mulch and cleared areas should be revegetated with native species; and
  - The contractor shall conduct periodic maintenance of erosion- and sediment-control measures.

- **BIO-4**: To conform to water quality requirements, the SWPPP shall include the following:
  - Vehicle maintenance and staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall be outside of the drainage ditches. Any necessary equipment washing shall occur where the water cannot flow into the channel.
  - Construction equipment shall not be operated in flowing water;
  - Construction work shall be conducted according to site-specific construction plans that minimize the potential for sediment input to the aquatic system;
  - Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be
hazardous to aquatic life shall be prevented from contaminating the soil or entering watercourses;

- Equipment used in and around water features shall be in good working order and free of dripping or leaking engine fluids; and,
- Any surplus concrete rubble, asphalt, or other rubble from construction shall be taken to an approved disposal site.

- **BIO-5**: All trash shall be kept in wildlife-proof receptacles and any non-natural food and water sources will not be left unattended for the duration of the project construction.
### V. CULTURAL RESOURCES

Would the Project:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td>Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b)</td>
<td>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c)</td>
<td>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d)</td>
<td>Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
</tbody>
</table>

**a, b) No Impact.** As documented in the Historic Property Survey Report (HPSR) and the Archaeological Survey Report (ASR) prepared for the project, no historic properties or archaeological resources would be affected by the proposed Project. Background research was conducted to identify previous studies and recorded cultural resources within and adjacent to the APE. The background research consisted of a records search, literature and map review, and consultation with the NAHC and Native American groups (Appendix D Agency Correspondence and Appendix E Native American Correspondence).

No prehistoric archaeological sites were identified within the APE. No historical or prehistoric resources were identified during an intensive pedestrian survey conducted by Dokken Engineering archaeologist Namat Hosseinion on July 6, 2011.

A records search conducted at the Central California Information Center on January 6, 2010 located one historic resource eligible for the California Register of Historical Resources, the Valley Springs Southern Pacific Depot, within the project APE. However, the Valley Springs Southern Pacific Depot would not be physically impacted by the proposed Project. Construction impacts would include the demolition of the Tri-Dam Realty building which exists in the southeast quadrant of the intersection; however, the Tri-Dam Realty is not listed on the National Register of Historic Places, National Register...
of Eligible Properties, California Historic Landmarks, or California Points of Historic Interest and therefore is not considered a historic resource.

The Tri-Dam Realty building (APN 046-015-61), although present in historic photographs as early as 1920, has been substantially altered since its original construction. A Valley News Spring newspaper regarding the Tri-Dam Realty Building stated that the building may have been built in the 1890's under the name of the Hub Saloon of Valley Springs. The historic form and location of the building are intact; however all of the exterior materials (siding, foundation, window, doors, etc.) have been replaced and the windows have been enlarged to accommodate new windows (see Appendix H: Historic Resources Evaluation Memorandum).

All potential cultural resources within the APE were reviewed in 2010 by a qualified architectural historian and were determined to be exempt from further review. Considering most of the proposed construction will occur on ground previously disturbed by the original construction of the SR 12/26, the potential for encountering archaeological deposits is considered low. Further, an archaeological survey of the project area was conducted and no new cultural resources were identified. Minimization Measure CUL-1 would further avoid effects to historical and archaeological resources.

c) No Impact. Based on the USGS National Geologic Map Database, the project area is underlain by Rhyolitic tuff and sedimentary rocks. A search of the UC Museum of Paleontology specimen records online also indicated numerous specimens within Calaveras County, from the Quaternary Period (UC Museum of Paleontology 2011). Based on the project's location at an existing intersection and surrounding development, soils within the project area have been previously disturbed and would have a low potential for paleontological resources. Further soil excavations are anticipated to be shallow, at depths approximating no greater than 6 feet. Considering the previous roadway disturbance and anticipated excavation depths, the proposed Project is not anticipated to impact paleontological resources.

d) Less Than Significant Impact with Mitigation. Disturbance to human remains, including those interred outside of formal cemeteries is not anticipated due to the site’s high level of disturbance from existing roadways and development. Minimization Measure CUL-2 would prevent unanticipated effects to human remains.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measures will be implemented to minimize potential impacts:

- **CUL-1**: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

- **CUL-2**: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC who will then notify the Most Likely Descendent (MLD). At
this time, the person who discovered the remains will contact Shahar Jones, California Department of Transportation District 10, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
<table>
<thead>
<tr>
<th>VI. GEOLOGY AND SOILS: Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>ii) Strong seismic ground shaking?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>iii) Seismic-related ground failure, including liquefaction?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>iv) Landslides?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>d) Be located on expansve soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>
Less Than Significant Impact. The California Geological Survey - Alquist-Priolo Earthquake Fault Zones Maps do not provide information for Valley Springs or Calaveras County (California Department of Conservation 2010, Hart and Bryant 2007). Per the Safety Element of the Calaveras County General Plan, Calaveras County lies within the Sierra Block, an area of historically low seismicity. Based on the County’s Slopes and Fault Zones map, the nearest fault system, the Melones-Bear Mountain Fault System, crosses the western portion of Calaveras County and is located approximately 4 miles from the Project area. Although the level of activity within the system is unknown, no major earthquakes have been recorded within the County and earthquake related risks are considered minimal.

Due to the County’s historically low seismicity, strong seismic ground shaking due to faulting within and adjacent to the study area is not anticipated. Potential seismic activity originating from distant Fault Systems are anticipated to have a shaking intensity of 4.0 to 5.0 on the Mercalli Scale; stronger events are considered unlikely. Further, based on the Soil Types map of the Calaveras County General Plan, the Project area is classified under Soil Group 1, Very deep alluvial soils. Soils in this group contain clay, which minimizes the liquefaction potentials within the Project area.

The Project would be designed in accordance with design and construction requirements of the Caltrans Highway Design Manual, Caltrans Design Specifications, and according to recommended seismic values as defined by the 2010 California Building Code (California Building Standards Commission 2010). Based on these design standards, and because SR-12/26 is an existing roadway, the Project is not anticipated to expose people to a greater risk of seismic related ground failure than what currently exists.

No Impact. Based on the Hazard Overlay Areas map of the Valley Springs Community Plan, the Project area is not within or adjacent to a designated Steep Slope Area, slopes greater than 25% slope. Due to the absence of steep topography, within and adjacent to the study area, landslides and/or rock falls are not anticipated.

b) Less Than Significant Impact. The proposed Project takes place largely at existing paved areas, and would disturb a limited amount of topsoil. In addition per the Erosion Potential map of the Calaveras General Plan, Valley Springs is within a Low Erosion Potential Zone. Removal of minor topsoils, consisting of the natural accumulation of grasses, ruderal vegetation and other organic matter, are anticipated at the Project site. Any necessary clearing and grubbing operations would be performed in accordance with the requirements specified in the latest Caltrans Specifications. Additionally, with BMPs and erosion control measures implemented under the NPDES permit (see minimization measures HYD-1 and HYD-2 under the Hydrology and Water Quality section), potential wind and water erosion would be minimized.

c) No Impact. The proposed Project would be designed in accordance with design and construction requirements of the Caltrans Highway Design Manual, Caltrans Design Specifications, and applicable seismic standards. In addition, pursuant to the Hazard Overlay Areas map of the Valley Springs Community Plan, the existing intersection and proposed Project area is not within or adjacent to a designated Steep Slope Area, slopes greater than 25% slope and does not contain soils that are prone to liquefaction. As a
result, the Project is not anticipated to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

d) **Less Than Significant Impact.** The Soil Types map of the Calaveras County General Plan identifies the Project area as containing Soil Group 1, very deep alluvial soils. Soils in this group contain clay which, if found in high concentrations, are usually expansive. According to the Safety Element of the Calaveras General Plan, soils within Group 1 have moderate shrink-swell behavior. However, as Project proposes minimal improvements to the existing SR-12/26 intersection and construction will adhere to Caltrans standards, substantial risks to life or property due to expansive soils are not anticipated.

e) **No Impact.** The proposed Project does not propose septic tanks.

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

No mitigation is proposed or required.
VII. GREENHOUSE GAS EMISSIONS:
Would the Project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>An assessment of the greenhouse gas (GHG) emissions and climate change is discussed below following Caltrans Standard Environmental Reference (SER) standard analysis. The following analysis is provided as a good faith effort in order to provide the public and decision-makers as much information as possible about the Project. However, Caltrans has determined that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the Project’s direct and indirect impact with respect to climate change; the County concurs with this determination.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | a & b) 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 GHGs, particularly those generated from the production and use of fossil fuels (Caltrans 2011c).

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’s in 1988, has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs related to human activity that include carbon dioxide (CO₂), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane) (Caltrans 2011c).

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. “Adaptation," refers to the effort of planning for and adapting to impacts due to climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels) (Caltrans 2011c, America Association of State Highway and Transportation Officials 2011).

Transportation sources (passenger cars, light duty trucks, other trucks, buses and motorcycles) in the state of California make up the largest source (second to electricity generation) of GHG emitting sources. Conversely, the main source of GHG emissions in the United States is electricity generation followed by transportation. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion (Caltrans 2011c).

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improve system and operation efficiencies, 2) reduce growth of vehicle miles
traveled 3) transition to lower GHG fuels and 4) improve vehicle technologies. To be most effective all four should be pursued collectively. The following regulatory setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources (Caltrans 2011c).

**Regulatory Setting**

*State*

With the passage of several pieces of legislation including State Senate and Assembly Bills and Executive Orders, California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level.

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases (AB 1493), 2002: requires the CARB to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. Environmental Protection Agency (EPA) Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission standards for motor vehicles beginning with model year 2009. California agencies will be working with Federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025 (Caltrans 2011c).

Executive Order S-3-05: (signed on June 1, 2005, by Governor Arnold Schwarzenegger) the goal of this Executive Order is to reduce California’s GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (Caltrans 2011c).

AB32 (AB 32), the Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the State’s Climate Action Team (Caltrans 2011c).

Executive Order S-01-07: Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California’s transportation fuels is to be reduced by at least ten percent by 2020 (Caltrans 2011c).

Senate Bill 97 (Chapter 185, 2007): required the Governor's Office of Planning and Research to develop recommended amendments to CEQA Guidelines for addressing GHG emissions. The Amendments became effective on March 18, 2010 (Caltrans 2011c).

*Federal*

Although climate change and GHG reduction is a concern at the federal level; currently there are, no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the EPA nor Federal
Highway Administration (FHWA) has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA’s climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life (Caltrans 2011c).

The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled (Caltrans 2011c).

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the “National Clean Car Program” and Executive Order 13514- Federal Leadership in Environmental, Energy and Economic Performance (Caltrans 2011c).

Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also direct federal agencies to participate in the interagency Climate Change Adaptation Task Force, which is engaged in developing a U.S. strategy for adaptation to climate change (Caltrans 2011c).

On April 2, 2007, in Massachusetts v. EPA, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the EPA has the authority to regulate GHG. The Court held that the EPA Administrator must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision (Caltrans 2011c).

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed greenhouse gases—CO₂, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations (Caltrans 2011c, EPA 2009).

- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare (Caltrans 2011c, EPA 2009).
Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the EPA’s *Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles*, which was published on September 15, 2009. On May 7, 2010 the final *Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards* was published in the Federal Register (Caltrans 2011c).

EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a memorandum on May 21, 2010 (Caltrans 2011c, EPA 2010).

The final combined EPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon (MPG) if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards will cut GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016) (Caltrans 2011c).

On January 24, 2011, the EPA along with Caltrans and the State of California announced a single timeframe for proposing fuel economy and greenhouse gas standards for model years 2017-2025 cars and light-trucks. Proposing the new standards in the same timeframe (September 1, 2011) signals continued collaboration that could lead to an extension of the current National Clean Car Program (Caltrans 2011c).

**Project Analysis**

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG.1 In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable.” See 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. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task (Caltrans 2011c).

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1 This approach is supported by the Association of Environmental Professionals (AEP): *Recommendations by the AEP on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (AEP 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).
The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG. As part of its supporting documentation for the Draft Scoping Plan, CARB released the GHG inventory for California (Forecast last updated: 28 October 2010). The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008 (Caltrans 2011c).

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006 (Caltrans 2011c, Caltrans 2006).

Figure 4 California Greenhouse Gas Forecast

(CARB 2010b)

One of the main strategies in Caltrans Climate Action Program to reduce GHG emissions is to make California’s transportation system more efficient. The highest levels of CO₂ from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see Figure 5). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO₂, may be reduced (Caltrans 2011c).

As discussed in the “Purpose and Need” section of this document, the Build Alternative would relieve congestion and improve traffic flow at the SR 12/SR 26 Intersection. Though the project would add capacity to the intersection itself, the project would reduce vehicle hour delay considerably and would improve LOS. As a result, the Build Alternative is anticipated to reduce CO₂ emissions when compared to the No-Build Alternative. CCOG determined that once GHG standards have been established, CCOG
will work with the necessary state agencies to accomplish GHG reductions in the region (CCOG 2007).

**Figure 5** Possible Effect of Traffic Operation Strategies in Reducing On-Road CO2 Emission

![Graph showing possible effect of traffic operation strategies in reducing on-road CO2 emission](Resources Agency 2009)

**Qualitative Analysis**

In the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the proposed Project’s direct impact and its contribution on the cumulative scale to climate change. However, the cumulative increase in GHG emissions with the proposed Project, is not anticipated considering the Project is intersection improvement project with work restricted to improvements to intersection width and capacity, striping, sidewalk, curb and gutters, existing driveway improvements, and formalized parking improvements. The current design aims to improve traffic operations at the intersection, resulting in an incremental improvement to the County’s current GHG emissions.

**Construction Emissions**

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from 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 (Caltrans 2011c).

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation.
events. As discussed in Section III, Air Quality, Caltrans’ Standard Specification Section 7-1.01F and Section 10 would be followed.

CEQA Conclusion

A slight increase in GHG emissions will occur during construction, however, it is anticipated that any increase in GHG emissions due to construction will be offset by a reduction in traffic congestion at the intersect and an improvement of the flow, thereby reducing the number of idling cars. While it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the Project’s direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

AB 32 Compliance

Caltrans continues to be actively involved on the Governor’s Climate Action Team as CARB works to implement the Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger’s Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the state’s transportation system, education, housing, and waterways, including $100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today’s level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO₂ reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as depicted in Figure 6 (Caltrans 2011c).

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by the EPA and CARB. Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the UC Davis (Caltrans 2011c).
Table 3 summarizes Caltrans and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program (Caltrans 2011c, Caltrans 2006).

**Table 3 Climate Change CO₂ Reduction Strategies**

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Program</th>
<th>Partnership</th>
<th>Method/Process</th>
<th>Estimated CO₂ Savings (MMT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smart Land Use</td>
<td>Intergovernmental Review (IGR)</td>
<td>Caltrans Local Governments</td>
<td>Review and seek to mitigate development proposals</td>
<td>Not Estimated</td>
</tr>
<tr>
<td></td>
<td>Planning Grants</td>
<td>Caltrans Local and regional agencies &amp; other stakeholders</td>
<td>Competitive selection process</td>
<td>Not Estimated</td>
</tr>
<tr>
<td></td>
<td>Regional Plans and Blueprint Planning</td>
<td>Regional Agencies Caltrans</td>
<td>Regional plans and application process</td>
<td>.975</td>
</tr>
<tr>
<td></td>
<td>Regional Plans</td>
<td>Regional Agencies Caltrans</td>
<td>Regional plans and application process</td>
<td>7.8</td>
</tr>
<tr>
<td>Operational Improvements &amp; Intelligent Trans. System (ITS) Deployment</td>
<td>Strategic Growth Plan</td>
<td>Caltrans Regions</td>
<td>State ITS; Congestion Management Plan</td>
<td>.07</td>
</tr>
<tr>
<td>Mainstream Energy &amp; GHG into Plans and Projects</td>
<td>Office of Policy Analysis &amp; Research; Division of Environmental Analysis</td>
<td>Interdepartmental effort</td>
<td>Policy establishment, guidelines, technical assistance</td>
<td>Not Estimated</td>
</tr>
<tr>
<td>Educational &amp; Information Program</td>
<td>Office of Policy Analysis &amp; Research</td>
<td>Interdepartmental, CalEPA, CARB, CEC</td>
<td>Analytical report, data collection, publication, workshops, outreach</td>
<td>Not Estimated</td>
</tr>
<tr>
<td>Fleet Greening &amp; Fuel Diversification</td>
<td>Department of General Services</td>
<td>Fleet Replacement Costs B20 B100</td>
<td>.0045</td>
<td>.0065</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>---------------------------------</td>
<td>----------------------------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>Non-vehicular Conservation Measures</td>
<td>Energy Conservation Program</td>
<td>Green Action Team</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Energy Conservation Opportunities</td>
<td>.117</td>
<td>.34</td>
</tr>
<tr>
<td>Portland Cement</td>
<td>Office of Rigid Pavement</td>
<td>Cement and Construction Industries</td>
<td>2.5 % limestone cement mix</td>
<td>1.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25% fly ash cement mix</td>
<td>.36</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&gt; 50% fly ash/slag mix</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>2.72</td>
</tr>
</tbody>
</table>

**Adaptation Strategies**

“Adaptation strategies” refer to how Caltrans and others can 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, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure (Caltrans 2011c).

At the Federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality, the Office of Science and Technology Policy, and the National Oceanic and Atmospheric Administration, released its interagency report October 14, 2010 outlining recommendations to President Obama for how Federal Agency policies and programs can better prepare the United States to respond to the impacts of climate change. The Progress Report of the Interagency Climate Change Adaptation Task Force recommends that the Federal Government implement actions to expand and strengthen the Nation’s capacity to better understand, prepare for, and respond to climate change (Caltrans 2011c).

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects (Caltrans 2011c).

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change. This Executive Order set in motion several agencies and actions to address the concern of sea level rise (Caltrans 2011c).

The California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop The California...
Climate Adaptation Strategy (December 2009), which summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency (Caltrans 2011c, Resources Agency 2009).

The strategy outline is in direct response to Executive Order S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings (Caltrans 2011c).

Resources Agency was also directed to request the National Academy of Science to prepare a Sea Level Rise Assessment Report by December 2010\(^2\) to advise how California should plan for future sea level rise. The report is to include:

- relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- the range of uncertainty in selected sea level rise projections;
- a synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems; and,
- discussion of future research needs regarding sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data (Caltrans 2011c).

Until the final report from the National Academy of Sciences is released, interim guidance has been released by The Coastal Ocean Climate Action Team as well as Caltrans as a method to initiate action and discussion of potential risks to the state's infrastructure due to projected sea level rise (Caltrans 2011c).

All Caltrans oversight projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance

\(^2\) The Sea Level Rise Assessment report is currently due to be completed in 2012 and will include information for Oregon and Washington State as well as California.
projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. However, the Project is not a Caltrans oversight project and is anticipated for construction beyond the 2012/2013 build year (Caltrans 2011c).

Furthermore Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting safety, maintenance and operational improvements of the system and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise (Caltrans 2011c).

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise (Caltrans 2011c).

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to Executive Order S-13-08 and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment which is due to be released in 2012 (Caltrans 2011c).

The Project is approximately 100 miles from the Pacific Ocean. Considering the large distance between the Project and the coast, there are no risks associated with rising sea levels due to climate change within the vicinity of the Project. This project is programmed for funding prior to 2013, thus, per the Caltrans SER guidance further climate change analysis is not warranted.

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

No mitigation is proposed or required. However, most of the construction impacts generating GHG are short-term in duration, and therefore, would not result in adverse or long-term conditions. The following measures will be incorporated into the Project design to reduce the GHG emissions and potential climate change impacts:

- **GHG-1:** The Project would incorporate the use of energy efficient lighting, such as LED, as appropriate.
<table>
<thead>
<tr>
<th>VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one (1)-quarter mile of an existing or proposed school?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

a) **Less Than Significant Impact.** The proposed Project proposes to implement minor improvements to the existing four-way stop controlled intersection without changing the stop sign control and is not anticipated to result in new or additional transport or use or disposal of hazardous waste. A limited Phase II Environmental Site Assessment will be performed to assess existing soil and groundwater contamination at the Tri-Dam Realty (Century 21) property. Should a Phase II Environmental Site Assessment be deemed necessary, project proponents will develop and follow all protocols within the Health and Safety Plan for worker safety and the Work Plan for handling and disposing of contaminated soil during construction. Consequently, the Project will have a less than significant impact to the public or the environment through the potential disposal of hazardous waste.

b) **Less Than Significant Impact.** The proposed Project is not anticipated to induce an accidental upset involving the release of hazardous materials into the environment. A Hazardous Waste Initial Site Assessment (ISA) was prepared in October 2010 for the proposed Project, and evaluated the potential for hazardous materials or petroleum hydrocarbons to exist within the study area (Hazardous Waste Initial Site Assessment For the State Route 12/26 Intersection Improvement Project 2011). The ISA was based on a governmental records search, aerial photographs, select agency interviews, topographic map review and visual site survey.

The scope of an ISA is limited to anecdotal and visual evidence of potential Recognized Environmental Conditions (RECs) and does not include verification of RECs based upon environmental testing. The visual survey of the Project area was conducted on September 21, 2011. The ISA indicates there are potential RECs within the Project boundaries and are described in Table 4. No associated Activity and Use Limitations (AULs) were found.

Based on the governmental records search, select agency interviews, aerial photograph, topographic map review, and the visual site survey, actions under avoidance minimization and/or mitigation measures are recommended to verify the presence/extent of RECs and evaluate the potential for remediation during the Plans, Specifications & Estimate (PS&E) phase of the Project.
<table>
<thead>
<tr>
<th>Location</th>
<th>Description of REC Evidence Found</th>
<th>Description of Associated AUL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing buildings that could be demolished/altered due to planned construction activities.</td>
<td>Potential for Asbestos Containing Materials (ACM). New uses of ACM were banned by the EPA in 1989. Revisions to regulations issued by the Occupational Safety &amp; Health Administration (OSHA) on June 30, 1995, require that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos Containing Materials (PAC) and treated accordingly. In order to rebut the designation as PAC, OSHA requires that these materials be surveyed, sampled, and assessed in accordance with 40 CFR 763 (Asbestos Hazard Emergency Response Act). ACM have also been documented in the rail shim sheet packing, bearing pads, support piers, and expansion joint material of bridges.</td>
<td>None Found</td>
</tr>
<tr>
<td>Existing buildings that could be demolished/altered due to planned construction activities.</td>
<td>Potential lead-based paint on painted portions of existing buildings. Structures constructed prior to 1978 are presumed to contain lead-based paint unless proven otherwise, although buildings constructed after 1978 may also contain lead-based paints.</td>
<td>None Found</td>
</tr>
<tr>
<td>Existing roadways within project boundaries including SR-12, SR-26 and Laurel Street.</td>
<td>Potential lead and heavy metals associated with pavement striping. Implementation of improvements may require the removal and disposal of yellow traffic stripe and pavement marking materials (paint, thermoplastic, permanent tape, and temporary tape). Yellow paints made prior to 1995 may exceed hazardous waste criteria under Title 22, California Code of Regulations, and require disposal in a Class I disposal site.</td>
<td>None Found</td>
</tr>
<tr>
<td>Former SJSN (aka SPRR) railroad alignment (APN 46016068, 46015054, 46015056, 46015057).</td>
<td>Potential for elevated levels of petroleum hydrocarbon contamination, grease, oils and heavy metals, in the surface and near-surface soils within the project study area within 50 feet of the existing railroad alignment.</td>
<td>None Found</td>
</tr>
<tr>
<td>Location</td>
<td>Description of REC Evidence Found</td>
<td>Description of Associated AUL</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Potential for contamination from petroleum hydrocarbon leakage at the existing Valley Springs Mini Mart (Union 76 gas station; APN 46015019), former gas stations (Busy Bee Reality, APN 46007019; Century 21 Real Estate; APN 46007022; former Reece’s Exxon; APN 46012029) and Good Friends Restaurant (former/existing UST, APN 46011073). The former gas stations (Busy Bee Reality; Century 21 Real Estate) and Good Friends Restaurant sites had documented evidence of leaking underground storage tanks.</td>
<td>Perform a preliminary screening for potentially elevated levels of petroleum hydrocarbon contamination within the limits of proposed construction, and/or right-of-way acquisition, adjacent to the existing Valley Springs Mini Mart (Union 76 gas station), former gas stations (Busy Bee Reality; Century 21 Real Estate; former Reece’s Exxon) and Good Friends Restaurant (former/existing underground storage tanks (UST’s)). Should the preliminary screening encounter elevated levels of petroleum hydrocarbons a limited Phase II Environmental Site Assessment should be performed. The Phase II Environmental Site Assessment should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to the above-referenced properties. The Phase II Environmental Site Assessment should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.</td>
<td>None Found</td>
</tr>
<tr>
<td>Various pole-mounted electrical transformers adjacent to the project boundaries.</td>
<td>Potential Polychlorinated biphenyls (PCB’s) in pole-mounted electrical transformers. As of the date of the ISA, the existence and/or levels of PCB's associated with the pole- or pad-mounted electrical transformers, which may be encountered within the planned construction area, had not been determined.</td>
<td>None Found</td>
</tr>
<tr>
<td>Natural gas pipeline and various other pipelines located adjacent to, and within the project alignment.</td>
<td>Potential explosive hazard associated with the natural gas pipeline and various other pipelines should construction activities extend into the pipeline easements.</td>
<td>None Found</td>
</tr>
</tbody>
</table>

c) **Less Than Significant Impact with Mitigation Incorporated.** A limited Phase II Environmental Site Assessment will be performed to assess existing soil and groundwater contamination at the Tri-Dam Realty (Century 21) property and dependent on results, a full Phase II Environmental Site Assessment will be performed. Although the Valley Springs Elementary School is within ¼ mile from the Project area, with the implementation of avoidance minimization and/ or mitigation measures, combined with
any necessary remediation and protocols within the Health and Safety Plan for worker safety and the Work Plan for handling and disposing contaminated soil during construction, the Project would have a less than significant impact on hazardous waste exposures to the nearby school.

d) **Less Than Significant Impact.** The proposed Project is on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List (EPA 2011).

At the time of the ISA preparation there had been four documented occurrences of potential soil and/or groundwater contamination associated with underground storage tanks (USTs) within or adjacent to the study area (see Table 5). Currently, the Busy Bee Reality (former Busi Chevron)/Tangles Hair Salon and the Herb’s Corner/Tri-Dam Real Estate (Century 21 Real Estate) properties have open cases regarding former leaking underground storage tanks. All other properties within or adjacent to the study area have completed remediation and their cases are considered closed.

With the implementation of avoidance minimization and/or mitigation measures, combined with any necessary remediation and protocols within the Health and Safety Plan for worker safety and the Work Plan for handling and disposing contaminated soil during construction, the Project would have a less than significant impact with regards to creating a hazard to the public or the environment.

**Table 5 Potential Soil and/or Groundwater Contamination**

<table>
<thead>
<tr>
<th>ISA Property Location</th>
<th>Listing Acronym</th>
<th>Summary</th>
<th>Release Information/Cleanup</th>
<th>Case Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley Springs Mini Mart 33 Highway 26</td>
<td>LUST, SWEEPS UST, UST</td>
<td>Underground fuel tank(s).</td>
<td>Leaking underground storage tank.</td>
<td>Case Closed</td>
</tr>
<tr>
<td>Century 21 Real Estate 6 California Street</td>
<td>LUST, HAZNET</td>
<td>Underground fuel tank(s).</td>
<td>Leaking underground storage tank.</td>
<td>Case Open</td>
</tr>
<tr>
<td>Former Busi Chevron (aka Busy Bee Reality) 8 California Street East</td>
<td>HIST Cortese, LUST</td>
<td>Underground fuel tank(s).</td>
<td>Leaking underground storage tank.</td>
<td>Case Open</td>
</tr>
<tr>
<td>Club Paradiso, Inc. 9 California Street</td>
<td>LUST, HAZNET</td>
<td>Underground fuel tank(s).</td>
<td>Leaking underground storage tank.</td>
<td>Case Closed</td>
</tr>
</tbody>
</table>

e) **No Impact.** The nearest public airport, the Calaveras Co-Maury Rasmussen Field Airport, is approximately 10 miles east of the Project site. Considering the distance between the Project and the airport, the Project will not result in a safety hazard for people residing or working in the Project area (AirNav 2011).

f) **No Impact.** The nearest privately-owned airport or airstrip, Mother Lode Service Center Heliport, is located approximately 17 miles northeast of the Project (Tollfreeairline.com
Components of the Project improve the existing roadway and no potential obstructions are proposed or required for construction. There are no anticipated safety hazards for people residing or working in the Project area.

g) **Less Than Significant Impact.** During construction, there would be no temporary substantial effects to public services such as fire, police, or emergency medical response. Planned lane closures, an emergency detour plan, and an emergency notification plan shall be used to manage transportation movements at the construction area, as required in Minimization Measure TRA-1.

h) **No Impact.** As addressed in the Valley Springs Community Plan, the Valley Springs region has a history of wildfires with some areas designated as “very high fire hazard areas”. Based on the Valley Springs Fire Hazard Areas map, the Project occurs within a “moderate” fire hazard area and wildlands are not within or immediately adjacent to the Project area. As an intersection improvement project, the Project will help alleviate the existing circulation issues and congestion at the SR 12/SR 26 intersection, which currently hinders fire response times (Valley Springs Community 2010).

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

No mitigation is required; however, the following avoidance and/or minimization measures will be implemented during the PS&E phase of the SR-12/SR-26 Intersection Improvement Project to minimize potential impacts.

- **HAZ-1:** Conduct asbestos surveys utilizing a certified consultant prior to any modification to or demolition of any structures that may be altered or demolished to accommodate the planned construction.

- **HAZ-2:** Conduct lead-based paint surveys utilizing a certified consultant prior to modifications/demolition of any buildings or structures that may be altered or demolished to accommodate the planned construction.

- **HAZ-3:** To avoid impacts from pavement striping potentially containing lead during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.

- **HAZ-4:** Perform a preliminary screening for potentially elevated levels of petroleum hydrocarbon contamination within the limits of proposed construction, and/or right-of-way acquisition, adjacent to the existing Valley Springs Mini Mart (Union 76 gas station), former gas stations (Busy Bee Reality; Century 21 Real Estate; former Reece’s Exxon) and Good Friends Restaurant (former/existing UST’s). Should the preliminary screening encounter elevated levels of petroleum hydrocarbons a limited Phase II Environmental Site Assessment should be performed. The Phase II Environmental Site Assessment should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to the above-referenced properties. The Phase II Environmental Site Assessment should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.
HAZ-5: Perform a preliminary investigation and screening for potentially elevated levels of petroleum hydrocarbon contamination, grease and oils and heavy metals, in the surface and near-surface soils along the project segments within 50 feet of the former SJSN (aka SPRR) Railroad alignment. The investigation should include a remediation plan for handling and/or removal/disposal of contaminated soil, if encountered.

HAZ-6: Any leaking transformers observed during the course of the project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for the ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with the appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with the appropriate regulatory agency.

HAZ-7: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from former underground storage tanks or potential explosive threat if a natural gas transmission pipeline is ruptured during construction). If known or previously unknown hazardous waste/material is encountered during construction, the procedures outlined in Appendix I (Caltrans Hazards Procedures for Construction) shall be followed.
<table>
<thead>
<tr>
<th>IX. HYDROLOGY AND WATER QUALITY: Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>j) Inundation by seiche, tsunami, or mudflow</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**a)** **Less Than Significant Impact.** Water features within and adjacent to the Project area consist non-jurisdictional surface water collection ditches. Although the project will not have any temporary or permanent impacts to any jurisdictional water body, Project measures and BMP’s incorporated into the design will prevent construction activities from affecting off-site water quality. The Project will not violate any water quality standards or waste discharge requirements as the Project will abide by the NPDES 402 Notice of Intent (Construction General Permit, 2010-0014-DWQ) requirements during construction.

**b)** **No Impact.** The Project does not propose new buildings or other activities requiring permanent increases in groundwater use.

**c-e)** **Less Than Significant Impact.** The Project would include minor drainage improvements including the placement of curb and gutters, piping a vegetated swale and replacing an existing storm drainage pipe (box culvert). The principal feature of the project that may affect existing drainage facilities is the addition of new pavement to accommodate the dedicated right turn lanes. However, as Project improvements are minor (a net 0.24 acre increase in impervious area) drainage facilities are adequate to handle the minor increase in surface run-off and no increase in flooding potential on or offsite would occur. With the implementation of rock slope protection at culvert entrances and outfalls to prevent scour and erosion, the Project will not affect the existing drainage pattern in a manner that would result in substantial erosion or siltation on- or off-site (Water Quality Memorandum 2011).

**f)** **Less Than Significant Impact with Mitigation Incorporated.** Water quality impacts are limited to storm water flows which would be fully accommodated with proposed features. With the implementation of BMPs and measures **HYD-1 – HYD-5**, the Project would have a less than significant impact on water quality.

**g)** **No Impact.** The Project does not propose housing or change the 100-year floodplain.
h) **No Impact.** As documented by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the proposed Project is not within the 100-year floodplain. In addition, the Project would not impede or redirect flood flows (Appendix C FEMA Map).

i) **No Impact.** According to FEMA, the Project is not within the 100-year floodplain, nor is the Project in the vicinity of a dam or levee. Further, as discussed in answer “e”, drainage improvements are minor and the existing drainage facilities are fully capable of handling the slight increase in surface run-off; no increase in flooding potential exposing people or structures to an elevated flooding risk is anticipated.

j) **No Impact.** The proposed Project is located inland within the Sierra Nevada Foothills, approximately 100 miles from the Pacific Ocean and is not within or adjacent to steep slopes. Therefore, the potential for a seiche, tsunami, or exposure to mudflow is not anticipated within the Project limits.

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

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to minimize potential impacts.

- **HYD-1:** Rock slope protection (RSP) is recommended at culvert entrances and outfalls to prevent scour and erosion. Typical inlet and outlet treatments for cross culverts are either flared end sections or standard Caltrans headwalls, and they would be specified on the Project Drainage Plans during the PS&E Phase.

- **HYD-2:** Erosion control measures would be applied to all exposed areas during construction, including the trapping of sediments within the construction area through the placing of barriers, such as silt fences, at the perimeter of downstream drainage points or through the construction of temporary detention basins. Other methods of minimizing erosion impacts may include the implementation of hydromulching and/or limiting the amount and length of exposure of graded soil. Temporary erosion control and water quality measures would be defined in detail in the Erosion Control and Water Pollution Control design sheets prepared for the project.

- **HYD-3:** This Project is subject to the requirements of General Permit 2010-0014-DWQ NPDES No. CAS000002 issued by the State Water Resource Control Board (SWRCB). For phases of the Project where disturbed areas exceed one (1) acre, a SWPPP shall be prepared. The SWPPP will be provided to the RWQCB.

- **HYD-4:** Construction of the project will follow Section 13, Water Pollution Control, of the Caltrans Standard Specifications. As such, in addition to avoiding impacts from soil disturbance and erosion, spill prevention and control measures shall be implemented for non-storm water/waste management activities.

- **HYD-5:** Project design shall incorporate water sensitive design techniques per Valley Springs Community Policy W-1.1.
X. LAND USE AND PLANNING:
Would the Project:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

a) **No Impact.** As discussed in the Community Impact Assessment Checklist prepared for the Project, SR-12/26 is an existing intersection facility and the proposed Project’s improvements would not introduce new physical divisions. While two new dedicated right turn lanes are proposed, the project would not affect growth. Improved pedestrian and bicycle facilities included in the project design would improve access and community continuity. The project would require a small amount of land acquisition to accommodate the intersection improvements and would result in the loss of a small portion of commercial property adjacent to the proposed Project; however, the Project would not substantially disrupt business activities and would not degrade the potential for future businesses in the vicinity (Figure 7 Proposed Project—Right of Way Requirements). One building where a business currently operates must be obtained and demolished in order to accommodate the improved intersection. A Relocation Impact Memorandum will be prepared to evaluate potential properties requiring relocation and any impacts these relocations could have on the businesses, residences and community.

b) **No Impact.** The proposed Project is consistent with applicable state, regional, and local planning documents and is anticipated to be a part of the overall development strategy necessary to provide a safe transportation system throughout Calaveras County. The proposed Project is consistent with the General Plans of the Community of Valley Springs and Calaveras County.

c) **No Impact.** The Project is not located within the limits of a habitat conservation plan or natural community conservation plan.
Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required or proposed.
<table>
<thead>
<tr>
<th>XI. MINERAL RESOURCES: Would the Project:</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
</tr>
<tr>
<td>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?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
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<tr>
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<td>☐</td>
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</tr>
</tbody>
</table>

**a & b) No Impact.** According to the Conservation Element of the County’s General Plan, at least 26 minerals have been produced commercially within the County, and the County was historically centered on gold mining during the Gold Rush. In more recent years, limestone, asbestos, sand and gravel, industrial minerals, and gold have accounted for most of the County's mining industry. However, the Project area is zoned as CCR, PR, and CCH with no known mineral resources within or adjacent to the Project site.

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

No mitigation is required or proposed.
### XII. NOISE: Would the Project result in:

| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | | | |
| c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? | | | | |
| d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | | | | |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | | | | |
| f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? | | | | |

**a) Less Than Significant Impact.** The Project is consistent for noise in both the Valley Springs Community Plan and the Calaveras General Plan, Noise Element (Valley Springs Community 2010, Calaveras County 1996b). The Project noise impacts are limited to temporary, intermittent construction noise in the immediate Project area.
b) **Less Than Significant Impact.** The Project would take place within areas zoned as CCH, PR, and CCR (Valley Springs Community 2010). Based on the Noise Technical Memorandum prepared for the Project, the nearest noise receptors are businesses directly adjacent to the Project location. Construction related groundborne noise and ground vibration may occur, with use of jackhammer, concrete saws for pavement removal, and other pavement breaking equipment. No pile driving is proposed. These disturbances would be temporary and intermittent and would occur only during construction. Therefore, the Project is not anticipated to result in substantial groundborne vibration or noise levels.

c) **No Impact.** The Project is not a Type One (1) project as defined in 23 CFR Part 772.5(h) because the proposed Project is an improvement project at the existing SR-12/26 and would not increase roadway capacity or significantly change the horizontal or vertical alignment of the road.

d) **Less Than Significant Impact with Mitigation Incorporated.** During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02, “Noise Control,” which states that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers’ specifications.

As discussed in the Noise Technical Memorandum prepared for the Project, construction noise of this Project would be intermittent, and noise levels would vary depending on the type of construction activity. For this Project, lowest construction equipment-related noise levels would be 55 Decibel A filter (dBA) at a distance of 50 feet for sound from a pick-up truck. Highest noise levels would be up to 90 dBA (at a distance of 50 feet) for a concrete saw for pavement removal. A jackhammer, which would be up to 89 dBA at a distance of 50 feet, would also be utilized during the proposed Project. For reference, Noise Levels of Common Activities are shown on Figure 8.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards. Construction noise would be short-term and intermittent. Construction is expected to take approximately 180 working days. To offset temporary noise impacts, minimization measures NOS-1 & NOS-2 shall be implemented; no adverse noise impacts are anticipated.

e) **No Impact.** The Project is not within the vicinity of a publicly-owned airport or airstrip. The nearest public airport, the Calaveras Co-Maury Rasmussen Field Airport, is approximately 10 miles east of the Project site, and therefore, the Project will not expose people residing or working in the Project area to excessive noise levels (AirNav 2011).

f) **No Impact.** The Project is not within the vicinity of a privately-owned airport or airstrip. The nearest privately-owned airport or airstrip, Mother Lode Service Center Heliport, is located approximately 17 miles northeast of the Project, and therefore, the Project will not expose people residing or working in the Project area to excessive noise levels (Tollfreeairline.com 2011).
### Avoidance, Minimization, and/or Abatement Measures

No mitigation is required; however, the following standard specifications, avoidance and/or minimization measures would be implemented to minimize potential impacts:

- **NOS-1**: Caltrans Standard Special Provision S5-310, 5-1 NOISE CONTROL, shall be followed by the contractor.

- **NOS-2**: The Contractor shall follow Caltrans Section 14-8.02 of the Standard Specifications. As such:
  - Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.
  - Use an alternative waiting method instead of a sound signal unless required by safety laws.
  - Equip internal combustion engines with the manufacturer-recommended muffler.
  - Do not operate an internal combustion engine on the job site without the appropriate muffler.
### XIII. POPULATION AND HOUSING: Would the Project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial 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)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

**a) No Impact.** As discussed in the Community Impact Assessment Checklist prepared for the project, SR-12/26 is an existing intersection facility. The proposed Project’s improvements does not provide accessibility to new areas nor will it directly create new home, businesses or other development structures; therefore the Project is not anticipated to induce population growth.

**b & c) No Impact.** The proposed Project would not displace existing housing, nor would it displace substantial numbers of people. The Project would require a small amount of land acquisition to accommodate the intersection improvements and would result in the loss of a business’s property adjacent to the proposed Project. A Relocation Impact Memorandum will be prepared to evaluate potential properties requiring relocation and any impacts these relocations could have on the businesses, residences and community. However, as proposed Project does not require acquisitions of a substantial number of properties, the Project will not necessitate the construction of replacement housing elsewhere.

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

No mitigation is required; however, the following standard avoidance and/or minimization measures will be implemented to minimize potential impacts.

- **PH-1:** The County shall comply with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970, as amended in 1987 as well as local policies. The County shall provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the County’s acquisition of real property for public use. A Summary of Relocation Benefits is provided in Appendix G.
XIV. PUBLIC SERVICES

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>I) Fire protection?</td>
<td></td>
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<td>☒</td>
<td></td>
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<tr>
<td>II) Police protection?</td>
<td></td>
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<td></td>
<td>☒</td>
</tr>
<tr>
<td>III) Schools?</td>
<td></td>
<td></td>
<td>☒</td>
<td></td>
</tr>
<tr>
<td>IV) Parks?</td>
<td></td>
<td></td>
<td></td>
<td>☒</td>
</tr>
<tr>
<td>V) Other public facilities?</td>
<td></td>
<td></td>
<td></td>
<td>☒</td>
</tr>
</tbody>
</table>

a(I&III) Less Than Significant Impact. No fire or schools are located within the Project limits. However, Foothill Fire Protection Distribution, a local fire department, occurs immediately adjacent to the Project at 129 E Highway 12. In addition, the Valley Springs Elementary School is approximately 0.10 miles northwest from the Project; no impacts are anticipated. During construction, there would be no temporary substantial effects to public services such as schools, fire, police, or emergency medical response. Planned lane closures, an emergency detour plan, and an emergency notification plan would be used to manage transportation movements at the construction area (see TRA-1 in Section XVI Transportation/Traffic). Since the Project would include management of transportation movements during construction, the Project would have less than significant impact on public services.

a(II,IV&V) No Impact. There are no police stations, or parks within or adjacent to the proposed Project area. The Project would not result in the need for new or physically altered schools, parks, or other public facilities. No mitigation measures would be required.
Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required or proposed.
### XV. RECREATION:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
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</table>

**a)** **No Impact.** No community, regional, or other recreational facilities are within the proposed Project limits. The nearest park, Wrinkle Cove Day Use Area, is roughly 1.3 miles south of the proposed Project limits; increased use and associated physical deterioration is not anticipated.

**b)** **No Impact.** The proposed Project limits do not include recreational facilities, nor does it require the construction or expansion of recreational facilities. As an intersection improvement project, the proposed Project would not require the construction or expansion of recreational facilities.

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

No mitigation is required or proposed.
<table>
<thead>
<tr>
<th>XVI. TRANSPORTATION/TRAFFIC: Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
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</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
<td>☐</td>
<td>☐</td>
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<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>☐</td>
<td>☐</td>
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<td>☐</td>
</tr>
<tr>
<td>e) Result in inadequate emergency access?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
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<tr>
<td>f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>
a) **Less Than Significant Impact.** The proposed Project is consistent with the Calaveras County Circulation element of the General Plan (Calaveras County 1996c). The Calaveras County General Plan identifies a LOS standard for the SR12/26 intersection as LOS C. Considering the SR12/26 intersection functions at an LOS of D, and is projected to operate at an LOS F, Project improvements would be consistent with the County’s LOS concept goals by operating at an LOS of C or better.

Under Policy GOAL III-20 and Policy III-20 of the County’s Circulation Element, the County supports design improvements of existing and proposed transportation facilities which provide safe areas for bicycles and pedestrians. In accordance with these goals and policies, the Project has incorporated the placement of sidewalk and Class II bicycle lane striping (Figure 3 Project Features). These improvements are also consistent with the Valley Springs Community Plan Implementation Program 16 (Valley Springs 2010), requiring Class II bike lane designations and striping in the Town Center, which is located at the intersection of SR 12 and SR 26.

b) **Less Than Significant Impact.** The proposed Project is an intersection improvement project designed to alleviate current and future LOS. Currently, the intersection functions at an LOS of D, and is projected to operate at an LOS F. Considering Calaveras County General Plan identifies a LOS standard for the County of LOS C, the Project will help alleviate the discrepancy between the current and projected LOS with current County standards. In addition, the Valley Springs Community Plan identifies the SR12/26 intersection as being frequently congested and requiring improvements. Further, the Project addresses the Valley Spring’s Goal CIRC-1 *Improve traffic flow through the planning area with a priority on the SR 12/26 intersection.* Therefore, the proposed Project will be consistent with the goals and policies of the Calaveras County General Plan and the Valley Springs Community Plan.

During construction, activities may result in temporary delays and obstacles as traffic may need to be slowed, stopped, or detoured. Any impacts and delays to public transportation, pedestrians or bicyclist would be temporary and minor.

c) **No Impact.** The proposed Project improves an existing intersection with no additional lanes. Considering the nearest airport, the Calaveras Co-Maury Rasmussen Field Airport, is approximately 10 miles east of the Project area, no effect on air traffic patterns or resulting safety risks are anticipated.

d) **No Impact.** Hazards due to design features are not anticipated. Design features would comply with Caltrans and County standards.

e) **Less Than Significant Impact with Mitigation Incorporated.** During construction, an emergency detour plan and implementation of Minimization measure TRA-1 would be used to manage transportation movements at the construction area. The Project would not permanently affect emergency access as it does not permanently change access to or from the Foothill Fire Protection Distribution at 129 E Highway 12, Valley Springs, CA 95252.
f) **Less Than Significant Impact.** The Project includes the creation of sidewalks, closing of sidewalk gaps, and providing Class II bicycle lane striping. The Project is consistent with Policy GOAL III-20 and Policy III-20 of the County’s Circulation Element and Valley Spring’s Community Plan Implementation Program 16, requiring Class II bike lane designations and striping in the town center (Valley Springs Community 2010, Calaveras County 1996c).

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

No mitigation is required; however, the following standard avoidance and/or minimization measures will be implemented to minimize potential impacts.

- **TRA-1:** A Traffic Control Plan shall be prepared to address temporary impacts on construction. Temporary impacts to traffic flow would be minimized through construction phasing and signage. Planned lane closures, an emergency detour plan, and an emergency notification plan shall be used to manage transportation movements in the construction area.
### XVII. UTILITIES AND SERVICE SYSTEMS: Would the Project:

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
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<tr>
<td>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
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<tr>
<td>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>e) 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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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<tr>
<td>f) Be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs?</td>
<td>☐</td>
<td>☐</td>
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<tr>
<td>g) Comply with federal, state, and local statutes and regulations related to solid waste?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>
a) **No Impact.** As a transportation project, wastewater treatment requirements would not be affected.

b) **No Impact.** As a transportation project, no new water or wastewater treatment facilities, or expansion of existing facilities would be required.

c) **Less Than Significant Impact.** The proposed Project is an intersection improvement project and would include minor drainage improvements, including the placement of curb and gutters, improving a vegetated swale and replacing an existing storm drainage pipe (box culvert); further storm water drainage improvements are not anticipated. As these minor drainage improvements would occur within or adjacent to the existing intersection, improvements are to be designed to adequately handle run-off. Utility relocations will also be required during construction of the proposed project.

d) **No Impact.** As an intersection improvement project, water needs are anticipated to be minimal and therefore, water systems currently serving the area would be sufficient.

e) **No Impact.** As a transportation project, no impacts from, or to, wastewater treatment services would occur.

f) **Less Than Significant Impact.** As a transportation project, the Project would not generate substantial solid waste in the long term. During construction, solid waste may be generated from modification of sidewalks and currently paved surfaces, however, the amount is not expected to exceed landfill capacities.

g) **No Impact.** The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste.

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

No mitigation is required or proposed.
### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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<tr>
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<th>Less Than Significant Impact</th>
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</table>

**a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?  

| ☐                             | ☐                                             | ◼                           | ☐         |

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

| ☐                             | ☐                                             | ◼                           | ☐         |

**a) **Less Than Significant Impact.** As documented in the NES/MI prepared for the Project, habitat within the BSA is heavily disturbed by past and current anthropogenic activities. There are no sensitive natural communities, state or federal jurisdictional waters, or appropriate habitat to support special status plants or wildlife within the BSA. Minimization and avoidance measures **BIO-1 through BIO-5** would avoid impacts to biological resources.
The Project was determined to have no potential to affect historic properties or archeological resources. The proposed Project would not eliminate important examples of the major periods of California history or prehistory. Minimization and avoidance measures CUL-1 and CUL-2 would avoid impacts to cultural resources.

b) Less Than Significant Impact. The proposed Project provides minimal improvements to an existing intersection facility within the Valley Springs Town Center. As an intersection project designed to accommodate current and future improvements within the Valley Springs Community and Calaveras County, impacts are minor and the proposed Project does not anticipate any cumulatively considerable impacts.

c) Less Than Significant Impact. No substantial adverse effects on human beings, either directly or indirectly, are anticipated. Construction impacts would require sliver parcel takes and the acquisition of the Tri-Dam Realty building to accommodate the widened intersection; however, these acquisitions would not have substantial adverse effects on the community. Minimization and avoidance measure PH-1 would minimize acquisition impacts. Construction noise would be minimized through Caltrans standard regulations, and a traffic control plan would be implemented to manage traffic movements and allow for emergency detour routes.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is proposed or required.
List of Preparers

The following is a list of persons who prepared or participated in the Initial Study.

**Calaveras County**

Tom Garcia, Public Works Director  
Jonathan Mitchell, Senior Engineer  
Jared Brown P.E. M.B.A, Project Engineer

**Dokken Engineering**

Brian Stephenson, P.E. Contribution: Project Engineer.  
Steffani Chin, Engineer. Contribution: Assistant Engineer  
Sarah Jenkins, Associate Environmental Planner, Biologist. Contribution: Natural Environment Study, Environmental Document QAQC.  
Cherry Zamora, Associate Environmental Planner. Contribution: Noise Memorandum, Visual Memorandum, Water Quality Memorandum  
Angela Scudiere, Environmental Planner, Biologist. Contribution: Environmental Document.
References

AirNav, LLC  
2011. Airports matching: Valley Springs, CA. Available at:  

America Association of State Highway and Transportation Officials (AASHTO)  
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Association of Environmental Professionals (AEP)  
2007. Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents; Final. Available at:  

Calaveras Council of Governments (CCOG)  

Calaveras County  
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1996b. Calaveras General Plan: Noise Element. Prepared by Calaveras County and Crawford Multari & Starr. Available at:  

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2000. A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos. Division of Mines and Geology. Available at:

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2011a. List of Officially Designated State and County Scenic Highways. Available at:


California Natural Resources Agency (Resources Agency)

Community Impact Assessment Checklist

Environmental Protection Agency (EPA)


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2010. FEMA Issued Flood Maps: Calaveras County Unincorporated Areas 060633. FEMA Map Service Center. Available at: https://msc.fema.gov/webapp/wcs/stores/servlet/MapSearchResult?storeId=10001&catalogId=10001&langId=-1&userType=G&panelIDs=06009C0354E&Type=pbp&nonprinted=&unmapped= (accessed 12-5-11).

Federal Highway Association (FHWA)  

Hart, E.W. and Bryant, W.A.  

Hazardous Waste Initial Site Assessment  

Historic Property Study Report (HPSR)  

Natural Environment Study (Minimal Impacts) (NES/MI)  
2011. Natural Environment Study For the State Route 12/26 Intersection Improvement Project. Prepared by Dokken Engineering for Calaveras County. On file at Calaveras County.

Noise Technical Memorandum  

Traffic Memorandum  

Tollfreeairline.com

University of California Davis (UC Davis)  

University of California Museum of Paleontology  

U.S. Geological Survey (USGS)  

Valley Springs Community  

Visual Impact Memorandum  
# Distribution List

All owners of parcels located directly adjacent or within 500 feet of SR-12/26 and the following interested parties:

<table>
<thead>
<tr>
<th>Company</th>
<th>Contact</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpine Natural Gas</td>
<td>Michael Lamond</td>
<td>Po Box 500/15 Saint Andrews Rd</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Valley Springs, CA 95252</td>
</tr>
<tr>
<td>Comcast-Calaveras</td>
<td>Brian Wade</td>
<td>23 E. Charles Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>San Andreas, CA 95249</td>
</tr>
<tr>
<td>Calaveras County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Department of Public Works</td>
<td>Steve Hutchings</td>
<td>891 Mountain Ranch Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>San Andreas, California 95249</td>
</tr>
<tr>
<td>Pacific Bell Modesto</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Damage Prevention</td>
<td></td>
<td>3600 Marconi Ave, RM INW</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sacramento, CA 95851</td>
</tr>
<tr>
<td>Calaveras County Water District</td>
<td>Steve Hutchings</td>
<td>PO BOX 846/423 East St. Charles Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>San Andreas, CA 95249</td>
</tr>
<tr>
<td>Pacific Gas and Electric</td>
<td>Kevin Menzes</td>
<td>1108 Murphys Grade Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Angel Camp, CA 95222</td>
</tr>
<tr>
<td>Calaveras County Road Department</td>
<td>Deborah Mullen</td>
<td>891 Mountain Ranch Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>San Andreas, CA 95249</td>
</tr>
<tr>
<td>Valley Springs Public Utility District</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>150 Sequoia Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Valley Springs, CA 95252</td>
</tr>
<tr>
<td>Calaveras Telephone</td>
<td>Rick Jensen</td>
<td>PO Box 37</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Copperopolis, CA 95228</td>
</tr>
<tr>
<td>Valley Springs Public Utility District</td>
<td>Weber, Ghio &amp; Associates</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gary Del Rio</td>
<td>951 South Hwy 49</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Jackson, CA 95642</td>
</tr>
<tr>
<td>California Department of Fish and Game</td>
<td>Steve Stone</td>
<td>PO Box 1070</td>
</tr>
<tr>
<td>North Central Region</td>
<td></td>
<td>Pine Grove, CA 95665</td>
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<td></td>
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<tr>
<td>Central Valley Regional Water Quality Control Board</td>
<td>SBC</td>
<td>11020 Sun Center Drive, #200</td>
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<td>Gary Del Rio</td>
<td>Rancho Cordova, CA 95670-6114</td>
</tr>
<tr>
<td>Comcast</td>
<td>Tommy Henson</td>
<td>6505 Tam O'Shanter Drive</td>
</tr>
<tr>
<td></td>
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<td>Stockton, CA 95210</td>
</tr>
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Appendix A  Project Listing in Caltrans
FTIP
**Rural Non-MPO - Federal Transportation Improvement Program**  
(Dollars in Whole)  
State Highway System

<table>
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<tr>
<th></th>
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<tr>
<td>10</td>
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<td></td>
<td></td>
<td></td>
<td>SR 12/26 Intersection Improvement Proej (Construct minimum intersection improvements including minor improvements to the existing four-way stop controlled intersection without changing the stop sign control.)</td>
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**IMPLEMENTING AGENCY:** Calaveras County  
**MPO ID:** CALACMAQ1

<table>
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<th>PROJECT VERSION HISTORY</th>
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<th>Prog Con</th>
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</table>

**Comments:**

*---------- Version 5 - 06/08/2011 ----------*  **Change and Update project description based local preferred alternative from the preliminary environmental study.**  -green

*---------- Version 4 - 09/03/2010 ----------*  **Carryover to 2011 FSTIP.**

*---------- Version 3 - 08/17/2010 ----------*  **Move CON to 10/11 - Restored CMAQ funds in 09/10 will be used for PE that has already been authorized as a post programming adjustment. Future CON costs may be adjusted based on final PE.**

*---------- Version 2 - 07/12/2010 ----------*  **Program CON using restoration of CMAQ funds in 09/10 $230,287. Use of Toll Credits for 100% CMAQ - $26,414 in toll credits.**

*---------- Version 1 - 07/05/2007 ----------*  **Program Calaveras County CMAQ Project - PE phase only at this time.**  - psg

**Official Date**

<table>
<thead>
<tr>
<th>Version</th>
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<th>Amendment - Cost/Scope/Spec. Change</th>
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**Project Total**

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<td>MPOHUY</td>
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**Comments:**

*---------- Version 5 - 06/08/2011 ----------*  **Change and Update project description based local preferred alternative from the preliminary environmental study.**  -green

*---------- Version 4 - 09/03/2010 ----------*  **Carryover to 2011 FSTIP.**

*---------- Version 3 - 08/17/2010 ----------*  **Move CON to 10/11 - Restored CMAQ funds in 09/10 will be used for PE that has already been authorized as a post programming adjustment. Future CON costs may be adjusted based on final PE.**

*---------- Version 2 - 07/12/2010 ----------*  **Program CON using restoration of CMAQ funds in 09/10 $230,287. Use of Toll Credits for 100% CMAQ - $26,414 in toll credits.**

*---------- Version 1 - 07/05/2007 ----------*  **Program Calaveras County CMAQ Project - PE phase only at this time.**  - psg
Appendix B  FEMA Map
Document Number: 110822121511

Sarah Jenkins
Dokken Engineering
2365 Iron Point Road, Suite #200
Folsom, CA 95630

Subject: Species List for SR 12/26 Intersection Improvement Project

Dear: Ms.

We are sending this official species list in response to your August 22, 2011 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area and also ones that may be affected by projects in the area. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be November 20, 2011.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division
Quad Lists

Listed Species

Invertebrates

*Branchinecta conservatio*
Conservancy fairy shrimp (E)

*Branchinecta lynchi*
Critical habitat, vernal pool fairy shrimp (X)
vernal pool fairy shrimp (T)

*Desmocerus californicus dimorphus*
valley elderberry longhorn beetle (T)

*Lepidurus packardi*
Critical habitat, vernal pool tadpole shrimp (X)
vernal pool tadpole shrimp (E)

Fish

*Hypomesus transpacificus*
delta smelt (T)

*Oncorhynchus mykiss*
Central Valley steelhead (T) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)

*Oncorhynchus tshawytscha*
Central Valley spring-run chinook salmon (T) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

*Ambystoma californiense*
California tiger salamander, central population (T)
Critical habitat, CA tiger salamander, central population (X)

*Rana draytonii*
California red-legged frog (T)
Critical habitat, California red-legged frog (X)

Reptiles

*Thamnophis gigas*
giant garter snake (T)

Plants

*Arctostaphylos myrtifolia*
Ione manzanita (T)

*Castilleja campestris ssp. succulenta*
succulent (=fleshy) owl's-clover (T)

*Eriogonum apricum var. apricum*
Ione buckwheat (E)

*Orcuttia viscida*
Critical habitat, Sacramento Orcutt grass (X)
Sacramento Orcutt grass (E)

Proposed Species

Amphibians
   Rana draytonii
   Critical habitat, California red-legged frog (PX)

Quads Containing Listed, Proposed or Candidate Species:
   VALLEY SPRINGS (477A)
   WALLACE (477B)
   VALLEY SPRINGS SW (477C)
   JENNY LIND (477D)
   CLEMENTS (478A)
   LINDEN (478D)
   IONE (494C)
   JACKSON (494D)
   GOOSE CREEK (495D)

County Lists
No county species lists requested.

Key:
   (E) Endangered - Listed as being in danger of extinction.
   (T) Threatened - Listed as likely to become endangered within the foreseeable future.
   (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
   (NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
   Critical Habitat - Area essential to the conservation of a species.
   (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
   (C) Candidate - Candidate to become a proposed species.
   (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
   (X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists
We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the list.
   • Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
   • Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
   • Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants
Any plants on your list are ones that have actually been observed in the area covered by the
list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying
Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our Protocol and Recovery Permits pages.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act
All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

  During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

  Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat
When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.
If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our Map Room page.

Candidate Species
We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern
The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. More info

Wetlands
If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates
Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be November 20, 2011.
September 1, 2011

Namat Hosseinion
Dokken Engineering
2365 Iron Point Road, Suite 200
Folsom, CA 95630

Sent by Fax: 916-858-0643
Number of Pages: 2

Re: Proposed SR 12/26 Intersection Improvement Project, Calaveras County.

Dear Mr. Hosseinion:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

Debbie Pilas-Treadway
Environmental Specialist III
Native American Contacts
Calaveras County
September 1, 2011

Briana Creekmore
PO Box 84
Wilseyville, CA 95257
209-298-7158

Calaveras Band of Mi-Wuk Indians
Charles Wilson, Chairperson
PO Box 899
West Point, CA 95255
209-293-2189

Miwok

Buena Vista Rancheria
Rhonda Morningstar Pope, Chairperson
PO Box 162283
Sacramento, CA 95816
rhonda@buenaconnect.com
916 491-0011
916 491-0012 - fax

Calaveras County Mountain Miwok Indian Council
Arvada Fisher, Vice Chairperson
416 Railroad Flat
Mountain Flat, CA 95248
mountainmiwok@yahoo.com
209-770-7511 - cell

Me-Wuk / Miwok

Calaveras Band of Mi-Wuk Indians
Debra Grimes, Cultural Resources Specialist
PO Box 1015
West Point, CA 95255
Dmiwuk@aol.com
(209) 293-4135 - Tribal Office
(209) 770-4137 - cell

California Valley Miwok Tribe
Silvia Burley, Chairperson
10601 N Escondido PL
Stockton, CA 95212
s.burley@californiavalleymiwoktriberan.gov
209-931-4567
209-931-4333

Mi-Wuk

Calaveras Band of Mi-Wuk Indians
Gloria Grimes, Chairperson
579 Bald Mountain Road
West Point, CA 95255
CGmiwukindians@aol.com
(209) 293-4135 - Tribal Office

Ione Band of Miwok Indians
Yvonne Miller, Chairperson
PO Box 699
Plymouth, CA 95669
(209) 274-6753
(209) 274-6636 Fax

Mi-Wuk

Calaveras Band of Mi-Wuk Indians
Lois Williams
PO Box 876
West Point, CA 95255
209-293-4882

Ione Band of Miwok Indians
Ms Billie Blue, Chairperson
604 Pringle Ave, #42
Galt, CA 95632
bebluelady@softcorn.net
(209) 745-7112

Cultural Committee

This list is current only as of the date of this document.

Distribution of this list does not relieve any person or statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SR 1220 intersection improvement project, Calaveras County
September 16, 2011

Namat Hosseninioin
Environmental Manager, Archaeologist
Dokken Engineering
2365 Iron Point Road, Suite #200
Folsom, California 95630

RE: State Route 12/26 Intersection improvement Project in the town of Valley Springs, Calaveras County, California

Dear Namat Hosseninioin;

This letter is in response to a letter received from Dokken Engineering (dated 09/2/2011) in regards to the proposed project located in Calaveras County at the intersection of State Route 12 and State Route 26 located in the town of Valley Springs. The letter states that the proposed project will implement minor improvements to the existing four-way stop controlled intersection without changing the stop sign control. The project will restripe the intersection with 12 foot travel lanes, and bike lanes, providing for a free right movement from the northbound SR 26 leg onto the eastbound 12/26 combined leg. The existing right turn lane, from eastbound SR 12 onto southbound SR26, will be widened to incorporate a free right movement. Finally, it is stated that, improvements are necessary to reduce traffic congestion and to improve overall traffic operations at the SR 12/26 intersection for both existing and future conditions.

As of this writing, the California Valley Miwok Tribe has no issues on the particular area in regards to the proposed site project at State Route 12/26 in Valley Springs, Calaveras County, California. The only concern that the California Valley Miwok Tribe has is that since Miwok Indians regularly lived and traveled through this area, there is a heightened possibility that historic Miwok artifacts could be found. The “Tribe” is requesting that it be kept apprised of Miwok artifacts if any are found at this location.

We thank you for allowing us to participate in your project by voicing any concerns we may have. Our Tribe appreciates your request for our input regarding the proposed project. Feel free to contact our office at (209) 931-4567 if we can be of further assistance.

Respectfully,

[Signature]

Silvia Burley, Chairperson
s.burley@californiavalleymiwoktribe-nsn.gov
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<td>11:40</td>
<td>Voicemail left for Ms. Creekmore. No response.</td>
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<td></td>
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<td></td>
<td>October 12, 2011</td>
<td>11:45</td>
<td>Mr. Wilson has no concerns with the project. He will drive by the project site; however, he sees no potential issues. He wishes to be contacted if any resources are found during the course of construction. Consultation complete.</td>
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<td>Buena Vista Rancheria</td>
<td></td>
<td>October 12, 2011</td>
<td>11:50</td>
<td>Call was transferred to Roselynn Lwenya, the Environmental Resources Director. Ms. Lwenya was unavailable and voicemail was full.</td>
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<td>Calaveras County Mountain Miwok Indian Council</td>
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<td>October 12, 2011</td>
<td>11:55</td>
<td>Spoke with Ms. Fisher who said the tribe elders are consulting on any concerns they may have regarding this project.</td>
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<td></td>
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<td>12:00</td>
<td>Phone has been disconnected. Consultation complete.</td>
</tr>
<tr>
<td>Name</td>
<td>Tribe</td>
<td>Action</td>
<td>Date</td>
<td>Notes</td>
<td></td>
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<tr>
<td>California Valley Miwok</td>
<td>September 16, 2011</td>
<td>Tribe</td>
<td>10601 N Escondido PL</td>
<td>Letter received from Silvia Burley stating that no issues on the particular area in regards to the proposed site project. The Tribe requests that it be kept apprised of Miwok artifacts if any are found during project construction. Consultation complete.</td>
<td></td>
</tr>
<tr>
<td>Z. Liptak</td>
<td>Gloria Grimes</td>
<td>Mi-Wuk</td>
<td>September 2, 2011</td>
<td>Initial consultation letter mailed out. No response.</td>
<td></td>
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<td>Calaveras Band of Mi-Wuk</td>
<td>October 12, 2011</td>
<td>Indians</td>
<td>579 Bald Mountain Road</td>
<td>Phone has been disconnected. Consultation complete.</td>
<td></td>
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<td>Ione Band of Miwok Indians</td>
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<td>PO Box 699</td>
<td>Plymouth, CA 95255</td>
<td>Left voicemail for Sarah Norris, the tribe environmentalist. No response.</td>
<td></td>
</tr>
<tr>
<td>Z. Liptak</td>
<td>Lois Williams</td>
<td>Mi-Wuk</td>
<td>September 2, 2011</td>
<td>Initial consultation letter mailed out. No response.</td>
<td></td>
</tr>
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<td>Calaveras Band of Mi-Wuk</td>
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<td>PO Box 876</td>
<td>Number cannot be reached. Outside calls are blocked. Consultation complete.</td>
<td></td>
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<td>Ione Band of Miwok Indians</td>
<td>October 12, 2011</td>
<td>Cultural Committee</td>
<td>604 Pringle Ave, #42</td>
<td>Left voicemail for Billie Blue. No response.</td>
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<td>DFG: SSC-Species of Special Concern</td>
<td>California tiger salamander</td>
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<td>S3</td>
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<td>CDF_S-Sensitive</td>
<td>DFG_FP-Fully Protected</td>
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<td>lone manzanita</td>
<td>PDER104240</td>
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<td>None</td>
<td>G2</td>
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<td>1B.2</td>
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<td>S2</td>
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<td>Emys marmorata</td>
<td>western pond turtle</td>
<td>ARAAD02030</td>
<td>1114</td>
<td>None</td>
<td>None</td>
<td>G3G4</td>
<td>S3</td>
<td></td>
<td>BLM_S-Sensitive</td>
<td>DFG: SSC-Species of Special Concern</td>
</tr>
<tr>
<td>ScientificName</td>
<td>CommonName</td>
<td>ElementCode</td>
<td>OccCount</td>
<td>FederalListingStatus</td>
<td>StateListingStatus</td>
<td>GlobalRank</td>
<td>StateRank</td>
<td>CNPSList</td>
<td>OtherStatus</td>
<td>Habitat</td>
</tr>
<tr>
<td>----------------</td>
<td>------------</td>
<td>-------------</td>
<td>----------</td>
<td>----------------------</td>
<td>--------------------</td>
<td>------------</td>
<td>-----------</td>
<td>----------</td>
<td>------------</td>
<td>----------</td>
</tr>
<tr>
<td>Eriogonum apricum var. apricum</td>
<td>Ione buckwheat</td>
<td>PDGP0N060F1</td>
<td>10</td>
<td>Endangered</td>
<td>Endangered</td>
<td>G2T2</td>
<td>S2.1</td>
<td>1B.1</td>
<td></td>
<td>Chaparral</td>
</tr>
<tr>
<td>Eryngium pinnatifolium</td>
<td>Tuolumne button-celery</td>
<td>PDPAP0Z0B0</td>
<td>24</td>
<td>None</td>
<td>G2S2</td>
<td>Endangered</td>
<td>G2S2</td>
<td>1B.2</td>
<td></td>
<td>Cismontane woodland</td>
</tr>
<tr>
<td>Eryngium eschscholtzii</td>
<td>Delta button-celery</td>
<td>PDAP0Z0S0</td>
<td>26</td>
<td>None</td>
<td>Endangered</td>
<td>G2Q</td>
<td>G2S2</td>
<td>1.1</td>
<td>1B.1</td>
<td>Riparian scrub</td>
</tr>
<tr>
<td>Falco mexicanus</td>
<td>prairie falcon</td>
<td>ABNK0D06090</td>
<td>456</td>
<td>None</td>
<td>None</td>
<td>G5S3</td>
<td>1B.1</td>
<td>1B.2</td>
<td>BLM_S-Sensitive</td>
<td>Freshwater marsh</td>
</tr>
<tr>
<td>Gratelia heterodactyla</td>
<td>Bogs Lake hedge-hyssop</td>
<td>PDSCR0R060</td>
<td>90</td>
<td>Endangered</td>
<td>G3S3.1</td>
<td>Endangered</td>
<td>G3S3.1</td>
<td>1B.2</td>
<td>BLM_S-Sensitive</td>
<td>Chaparral</td>
</tr>
<tr>
<td>Halliaea truxillata</td>
<td>baid eagle</td>
<td>ABKNC10010</td>
<td>306</td>
<td>Delisted</td>
<td>Endangered</td>
<td>G5S2</td>
<td>1B.2</td>
<td>1B.2</td>
<td>BLM_S-Sensitive</td>
<td>Chaparral</td>
</tr>
<tr>
<td>Helianthemum semiferrugineum</td>
<td>Bisbee Peak rushrose</td>
<td>PDCIS0Z0F0</td>
<td>32</td>
<td>None</td>
<td>G2Q</td>
<td>3.2</td>
<td>1.2</td>
<td></td>
<td>Chaparral</td>
<td>Ione formation</td>
</tr>
<tr>
<td>Horkelia parryi</td>
<td>Parry's horkelia</td>
<td>PDRORS0W0C0</td>
<td>36</td>
<td>None</td>
<td>None</td>
<td>G2S2.2</td>
<td>1B.2</td>
<td></td>
<td>BLM_S-Sensitive</td>
<td>Chaparral</td>
</tr>
<tr>
<td>Icteria virens</td>
<td>yellow-breasted chat</td>
<td>ABPBX24010</td>
<td>84</td>
<td>None</td>
<td>None</td>
<td>G5S3</td>
<td>1B.2</td>
<td>1B.2</td>
<td>DFG_SSC-Species of Special Concern</td>
<td>Wetland</td>
</tr>
<tr>
<td>Ione Chaparral</td>
<td>Ione Chaparral</td>
<td>CTIJD000CA</td>
<td>12</td>
<td>None</td>
<td>None</td>
<td>G1S1.1</td>
<td>1B.2</td>
<td>1B.2</td>
<td></td>
<td>Chaparral</td>
</tr>
<tr>
<td>Juncus leiospermus var. ahartii</td>
<td>Ahart's dwarf rush</td>
<td>PMJUN011L1</td>
<td>13</td>
<td>None</td>
<td>None</td>
<td>G2T1</td>
<td>S1.2</td>
<td>1B.2</td>
<td>Vernal pool</td>
<td>Wetland</td>
</tr>
<tr>
<td>Legemeria limosa</td>
<td>legenerae</td>
<td>PDCAM0C010</td>
<td>72</td>
<td>None</td>
<td>None</td>
<td>G2S2.2</td>
<td>1B.2</td>
<td>1B.2</td>
<td>BLM_S-Sensitive</td>
<td>Vernal pool</td>
</tr>
<tr>
<td>Lepidurus packardi</td>
<td>vernal pool tadpole shrimp</td>
<td>ICRA00610</td>
<td>252</td>
<td>Endangered</td>
<td>G3S2S3</td>
<td>IUCN_EN-Endangered</td>
<td>Valley and foothill grassland</td>
<td>Vernal pool</td>
<td>Wetland</td>
<td></td>
</tr>
<tr>
<td>Linderia occidentalis</td>
<td>California linderia</td>
<td>ICRA00610</td>
<td>373</td>
<td>None</td>
<td>None</td>
<td>G3S1.2</td>
<td>1B.1</td>
<td>1B.1</td>
<td>DFG_SSC-Species of Special Concern</td>
<td>USFS_S-Sensitive</td>
</tr>
<tr>
<td>Mylothrophodon conocephalus</td>
<td>hardhead</td>
<td>AFCJS020010</td>
<td>32</td>
<td>None</td>
<td>None</td>
<td>G3S3</td>
<td>DFG_SSC-Species of Special Concern</td>
<td>USFS_S-Sensitive</td>
<td>Klamath/North coast flowing waters</td>
<td>Sacramento/San Joaquin flowing waters</td>
</tr>
<tr>
<td>Navarretia myersi ssp. myersii</td>
<td>pincushion navarretia</td>
<td>PDIPL0C0X1</td>
<td>14</td>
<td>None</td>
<td>None</td>
<td>G1T1</td>
<td>S1.1</td>
<td>1B.1</td>
<td>DFG_SSC-Species of Special Concern</td>
<td>USFS_S-Sensitive</td>
</tr>
<tr>
<td>Northern Hardpan Vernal Pool</td>
<td>Northern Hardpan Vernal Pool</td>
<td>CTT4410CA</td>
<td>126</td>
<td>None</td>
<td>None</td>
<td>G3S3.1</td>
<td>Vernal pool</td>
<td>Wetland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orcuttia viscosa</td>
<td>Sacramento Orcutt grass</td>
<td>PMPOA0G070</td>
<td>11</td>
<td>Endangered</td>
<td>Endangered</td>
<td>G1S1.1</td>
<td>1B.1</td>
<td>1B.1</td>
<td>Vernal pool</td>
<td>Wetland</td>
</tr>
<tr>
<td>Pandion haliaetus</td>
<td>osprey</td>
<td>ABNK010100</td>
<td>482</td>
<td>None</td>
<td>None</td>
<td>G5S3</td>
<td>DFG_SSC-Species of Special Concern</td>
<td>IUCN_LC-Least Concern</td>
<td>Riparian forest</td>
<td></td>
</tr>
<tr>
<td>Rana draytonii</td>
<td>California red-legged frog</td>
<td>AAABH01022</td>
<td>1319</td>
<td>Threatened</td>
<td>None</td>
<td>G4T2T3</td>
<td>S2S3</td>
<td>DFG_SSC-Species of Special Concern</td>
<td>IUCN_VU-Vulnerable</td>
<td>Aquatic</td>
</tr>
<tr>
<td>Spea hammondii</td>
<td>western spadefoot</td>
<td>AAABF02020</td>
<td>406</td>
<td>None</td>
<td>None</td>
<td>G3S3</td>
<td>BLM_S-Sensitive</td>
<td>DFG_SSC-Species of Special Concern</td>
<td>IUCN_NT-Near Threatened</td>
<td>Cismontane woodland</td>
</tr>
<tr>
<td>Sphenopholis obtusiata</td>
<td>prairie wedge grass</td>
<td>PMPOA0T30</td>
<td>10</td>
<td>None</td>
<td>None</td>
<td>G5S2.2</td>
<td>2.2</td>
<td></td>
<td>Cismontane woodland</td>
<td>Meadow and seep</td>
</tr>
</tbody>
</table>
## ENVIRONMENTAL COMMITMENTS RECORD

Minimization and Mitigation Summary for State Route 12/26 Intersection Improvement Project

<table>
<thead>
<tr>
<th>Minimization/Mitigation Measure</th>
<th>Timing/Reporting Milestone</th>
<th>Reporting/Responsible Party*</th>
<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Initials</td>
</tr>
</tbody>
</table>

### Measures of the IS/MND

#### Aesthetics

**AES-1:** A lighting plan shall be developed that requires Project lighting to be appropriately shielded. The Project’s lighting design shall be consistent with the California Department of Transportation (Caltrans) and City of Valley Springs lighting guidelines (per NR-1.3 Night Sky Protection) and standards.

- **Reporting/Responsible Party:** Designer
- **Timing/Reporting Milestone:** Prior to Construction (Design)

**AES-2:** Project re-vegetation shall consist only of native, locally adapted species and species shall be adapted to drought tolerant conditions.

- **Reporting/Responsible Party:** Contractor
- **Timing/Reporting Milestone:** Post Construction

#### Air Quality

**AQ-1:** The construction contractor shall comply with all applicable Calaveras County Air Pollution Control District rules and regulations.

- **Reporting/Responsible Party:** Contractor
- **Timing/Reporting Milestone:** During Construction

**AQ-2:** The construction contractor shall comply with Caltrans’ Standard Specifications Section 7-1.01F (Legal Relations and Responsibility) and Section 10 (Controlling Dust) of Caltrans’ Standard Specifications (2006).

- **Reporting/Responsible Party:** Contractor
- **Timing/Reporting Milestone:** During Construction

**AQ-3:** Construction contractor shall minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer’s specifications or for safety reasons more time is required.

- **Reporting/Responsible Party:** Contractor
- **Timing/Reporting Milestone:** During Construction

**AQ-4:** When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

- **Reporting/Responsible Party:** Contractor
- **Timing/Reporting Milestone:** During Construction

**AQ-5:** Implement best management practices (BMPs) throughout project duration.

- **Reporting/Responsible Party:** Contractor
- **Timing/Reporting Milestone:** During Construction

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<table>
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<tr>
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<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>AQ-6: Whenever feasible, the contractor shall use diesel-fueled construction equipment with exhaust particulate filters.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-7: The contractor shall discontinue construction activities during first- and second-stage smog alerts.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-8: When feasible, the contractor should utilize existing power sources (i.e., temporary power poles) to minimize the use of diesel generators.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-9: Whenever feasible, the contractor should use aqueous diesel fuel</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-10: Whenever feasible, the contractor should use construction equipment with USEPA Tier II or Tier III certification.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-11: Watering trucks shall be used to minimize dust; watering shall be sufficient to confine dust plumes to the project work areas.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-12: Grading and earth moving activities shall be suspended when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-13: The surface of inactive stockpiles shall be stabilized.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-14: Limit vehicular paths on unpaved surfaces and temporary roads shall be stabilized.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-15: Unnecessary vehicular and machinery activities shall be minimized.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>AQ-16: Street sweeping shall be conducted where sediment is tracked from the job site onto paved roads, and shall be performed immediately after soil disturbing activities occur or offsite</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
</tbody>
</table>

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<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tracking of material is observed.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AQ-17</strong>: Disturbed land shall be revegetated, including vehicular paths created during construction to avoid future off-road vehicular activities.</td>
<td>During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
</tbody>
</table>

## Biological Resources

| **BIO-1**: If shrub or tree removal is to take place during the breeding season (February 15th – September 15th), a pre-construction breeding bird survey shall be conducted within 7 days of these activities. The contractor shall remove all suitable nesting vegetation within 2 weeks following pre-construction nesting clearance. A no-disturbance buffer shall be established around any active nest or breeding pair territory to limit the impacts of construction activities. The buffer shall not be removed until after the breeding season or until after a qualified wildlife biologist determines that the young have fledged. The extent of these buffers shall be determined by the biologist (coordinating with the Calaveras County (County), Caltrans, U.S. Fish and Wildlife Service, and California Department of Fish and Game) and will depend on the level of noise of construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species. | During Construction | County/Contractor | |

| **BIO-2**: Erosion control measures for this project shall be designed to prevent the spread of invasive plant species. Only native species found in this region will be included in seed mixtures. Any landscaping designs for this project shall not contain invasive species in the plant selections or seed mixtures. Construction equipment shall be cleaned before mobilizing to arrive at the project site and before leaving the project site. | During and Post Construction | Contractor | |

| **BIO-3**: Erosion-Control Measures shall be implemented during construction. To minimize the mobilization of sediment to adjacent water bodies, the following erosion-control and sediment-control | During and Post Construction | Contractor | |

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<table>
<thead>
<tr>
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<th>Reporting/Responsible Party*</th>
<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Initials</td>
</tr>
<tr>
<td>measures will be included in the Storm Water Pollution Prevention Plan (SWPPP) to be included in the construction specifications, based on standard Caltrans measures and standard dust-reduction measures.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Soil exposure should be minimized through the use of temporary BMPs, groundcover, and stabilization measures;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Where appropriate, bare areas should be covered with mulch and cleared areas should be revegetated with native species; and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The contractor shall conduct periodic maintenance of erosion- and sediment-control measures.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**BIO-4:** To conform to water quality requirements, the SWPPP should include the following:

- Vehicle maintenance and staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall be outside of the drainage ditches. Any necessary equipment washing shall occur where the water cannot flow into the channel.
- Construction equipment should not be operated in flowing water;
- Construction work shall be conducted according to site-specific construction plans that minimize the potential for sediment input to the aquatic system;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating the soil or entering watercourses;
- Equipment used in and around water features shall be in good working order and free of dripping or leaking engines.

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### Minimization/Mitigation Measure

<table>
<thead>
<tr>
<th>Minimization/Mitigation Measure</th>
<th>Timing/Reporting Milestone</th>
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<th>Verification of Compliance</th>
</tr>
</thead>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Initials</td>
</tr>
</tbody>
</table>

- fluids; and

Any surplus concrete rubble, asphalt, or other rubble from construction shall be taken to an approved disposal site.

**BIO-5**: All trash shall be kept in wildlife-proof receptacles and any non-natural food and water sources will not be left unattended for the duration of the project construction.

- **Cultural Resources**

  **CUL-1**: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

  During Construction  
  Contractor

  **CUL-2**: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Gary Jones, California Department of Transportation District 8, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

  During Construction  
  County / Contractor

**Greenhouse Gas Emissions**

**GHG-1**: The Project would incorporate the use of energy efficient lighting, such as LED, as appropriate.

Prior to and During Construction  
County / Contractor

**Hazards and Hazardous Materials**

**HAZ-1**: Conduct asbestos surveys utilizing a certified consultant prior to any modification to or demolition of any structures that may be altered or demolished to accommodate the planned construction.

Prior to, Construction  
Contractor

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<th>Reporting/Responsible Party*</th>
<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HAZ-2</strong>: Conduct lead-based paint surveys utilizing a certified consultant prior to modifications/demolition of any buildings or structures that may be altered or demolished to accommodate the planned construction.</td>
<td>Prior to Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td><strong>HAZ-3</strong>: To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.</td>
<td>Prior to and During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td><strong>HAZ-4</strong>: Perform a preliminary screening for potentially elevated levels of petroleum hydrocarbon contamination within the limits of proposed construction, and/or right-of-way acquisition, adjacent to the existing Valley Springs Mini Mart (Union 76 gas station), former gas stations (Busy Bee Reality; Century 21 Real Estate; former Reece’s Exxon) and Good Friends Restaurant (former/existing UST’s). Should the preliminary screening encounter elevated levels of petroleum hydrocarbons a limited Phase II Environmental Site Assessment should be performed. The Phase II Environmental Site Assessment should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to the above-referenced properties. The Phase II Environmental Site Assessment should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.</td>
<td>Prior to and During Construction</td>
<td>County/Contractor</td>
<td></td>
</tr>
<tr>
<td><strong>HAZ-5</strong>: Perform a preliminary investigation and screening for potentially elevated levels of petroleum hydrocarbon contamination, grease and oils and heavy metals, in the surface and near-surface soils along the project segments within 50 feet of the former SJSN (aka SPRR) Railroad alignment. The investigation should include a remediation plan for handling and/or removal/disposal of contaminated soil, if encountered.</td>
<td>Prior to Construction</td>
<td>County/Contractor</td>
<td></td>
</tr>
</tbody>
</table>

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</tr>
</thead>
<tbody>
<tr>
<td><strong>HAZ-6:</strong> Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for the Initial Site Assessment. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with the appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with the appropriate regulatory agency.</td>
<td>Prior to and During Construction</td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td><strong>HAZ-7:</strong> As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from former underground storage tanks or potential explosive threat if a natural gas transmission pipeline is ruptured during construction). If known or previously unknown hazardous waste/material is encountered during construction, the procedures outlined in Appendix F (Caltrans Hazards Procedures for Construction) of the Initial Site Assessment prepared for the Project shall be followed.</td>
<td>During construction</td>
<td>Contractor</td>
<td></td>
</tr>
</tbody>
</table>

**Hydrology and Water Quality**

**HYD-1:** Rock slope protection (RSP) is recommended at culvert entrances and outfalls to prevent scour and erosion. Typical inlet and outlet treatments for cross culverts are either flared end sections or standard Caltrans headwalls, and they would be specified on the Project Drainage Plans during the PS&E Phase.  
Prior to Construction (Design)  
County

**HYD-2:** Erosion control measures would be applied to all exposed areas during construction, including the trapping of sediments within the construction area through the placing of barriers, such as silt fences, at the perimeter of downstream
Prior to and During Construction  
Contractor

* The Resident Engineer (RE) is responsible for all activities obligatory of the contractor.  
The RE should sign off for the contractor on all measures listed in the table as being a responsibility of the contractor.
<table>
<thead>
<tr>
<th>Minimization/Mitigation Measure</th>
<th>Timing/Reporting Milestone</th>
<th>Reporting/Responsible Party*</th>
<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Initials</td>
<td>Date</td>
</tr>
<tr>
<td><strong>drainage points or through the construction of temporary detention basins. Other methods of minimizing erosion impacts may include the implementation of hydromulching and/or limiting the amount and length of exposure of graded soil. Temporary erosion control and water quality measures would be defined in detail in the Erosion Control and Water Pollution Control design sheets prepared for the project.</strong></td>
<td><strong>HYD-3:</strong> This Project is subject to the requirements of General Permit No. CA5000002 issued by the State Water Resource Control Board (SWRCB). For phases of the Project where disturbed areas exceed one (1) acre, a SWPPP shall be prepared. The SWPPP will be provided to the SWRCB.</td>
<td>Prior to Construction</td>
<td>County/Contractor</td>
</tr>
<tr>
<td></td>
<td><strong>HYD-4:</strong> Construction of the project will follow Section 13, Water Pollution Control, of the Caltrans Standard Specifications. As such, in addition to avoiding impacts from soil disturbance and erosion, spill prevention and control measures shall be implemented for non-storm water/waste management activities.</td>
<td><strong>Prior to, During and Post Construction</strong></td>
<td>County/Contractor</td>
</tr>
<tr>
<td></td>
<td><strong>HYD-5:</strong> Project design shall incorporate water sensitive design techniques per City of Valley Springs Policy W-1.1.</td>
<td>Prior to Construction (Design)</td>
<td>County</td>
</tr>
<tr>
<td><strong>Noise</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NOS-1:</strong> Standard Special Provision S5-310, 5-1 NOISE CONTROL, shall be followed by the contractor.**</td>
<td><strong>Prior to, During and Post Construction</strong></td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td><strong>NOS-2:</strong> The Contractor shall follow Caltrans Section 14-8.02 of the Standard Specifications. As such:**</td>
<td><strong>During Construction</strong></td>
<td>Contractor</td>
<td></td>
</tr>
<tr>
<td>• Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Use an alternative waiting method instead of a sound signal unless required by safety laws.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Equip an internal combustion engine with the</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>manufacturer-recommended muffler.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Do not operate an internal combustion engine on the job site without the appropriate muffler.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Population and Housing

**PH-1:** The County shall comply with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970, as amended in 1987. The County shall provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the County’s acquisition of real property for public use. A Summary of Relocation Benefits is provided in Appendix I.

<table>
<thead>
<tr>
<th>Minimization/Mitigation Measure</th>
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<td>Prior to Construction</td>
<td>County</td>
<td></td>
</tr>
</tbody>
</table>

### Transportation/ Traffic

**TRA-1:** A Traffic Control Plan shall be prepared to address temporary impacts on construction. Temporary impacts to traffic flow would be minimized through construction phasing and signage. Planned lane closures, an emergency detour plan, and an emergency notification plan shall be used to manage transportation movements at the construction area.

<table>
<thead>
<tr>
<th>Minimization/Mitigation Measure</th>
<th>Timing/Reporting Milestone</th>
<th>Reporting/Responsible Party*</th>
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<tbody>
<tr>
<td><strong>TRA-1:</strong> A Traffic Control Plan shall be prepared to address temporary impacts on construction. Temporary impacts to traffic flow would be minimized through construction phasing and signage. Planned lane closures, an emergency detour plan, and an emergency notification plan shall be used to manage transportation movements at the construction area.</td>
<td>Prior to and During Construction</td>
<td>County/Contractor</td>
<td></td>
</tr>
</tbody>
</table>

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Appendix G

Summary of Relocation Benefits
Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential) 2007

California Department of Transportation
Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects 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.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.
Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

**Comparable Replacement**: means a dwelling which is:

1. Decent, safe, and sanitary. (See definition below)
2. Functionally equivalent to the displaced dwelling.
3. Adequate in size to accommodate the family being relocated.
4. In an area not subject to unreasonable adverse environmental conditions.
5. In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of-employment.
6. On land that is typical in size for residential development with typical improvements.

**Decent, Safe and Sanitary (DS&S)**: Replacement housing must be decent, safe, and sanitary...which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

1. Be structurally sound, weather tight, and in good repair.
2. Contain a safe electrical wiring system adequate for lighting and other devices.
(3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

(4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than 2 persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

(5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.

(6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.

(7) For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by such displaced person.

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents not lawfully present in the United States are not eligible to receive relocation payments and assistance.

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either a:
• An owner occupant of a residential property (includes mobile homes)
• A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

1. Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or

2. An interest in a cooperative housing project which includes the right to occupy a dwelling; or

3. A contract to purchase any interests or estates; or

4. Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.
Moving Expenses

If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained. Below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may include:

• Transportation
• Packing and unpacking personal property.
• Disconnecting and reconnecting household appliances.
• Temporary storage of personal property.
• Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.
Examples (Year 2005 Rate):
4 Rooms - $ 950
7 Rooms - $1,550

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 200 Rate):
4 Rooms - $1,175
7 Rooms - $1,900

Under the Fixed Move Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Example (Year 2005 Rate):
1 Room - $400

Under the Fixed Move Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

**Replacement Housing Payments**

The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant, and the length of occupancy in the property being acquired.

If you are a qualified owner occupant of more than 180 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to a RHP that consists of:

- Price Differential, and
- Mortgage Differential, and
- Incidental Expenses;
- OR
- Rent Differential
If you are a qualified owner occupant of more than 90 days but less than 180 days, OR you are a qualified tenant occupant of at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Downpayment Option

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible — in addition to the fair market value of your property — for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The Price Differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property...
The **Mortgage Differential** payment will reimburse you for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans. The payment computation is complex as it is based on prevailing rates, your existing loan and your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.
EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

Assume that Caltrans purchases your property for $98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you $100,000. If your purchase price is $100,000, you will receive $2,000 (see Example A).

If your actual purchase price is more than $100,000, you pay the difference (see Example B). If your purchase price is less than $100,000, the differential payment will be based on actual costs (see Example C).

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

**Caltrans' Computation**

| Comparable Replacement Property and Mobile Home | $100,000 |
| Acquisition Price of Your Property and Mobile Home | $98,000 |
| Maximum Price Differential | $2,000 |

**Example A**

| Purchase Price of Replacement | $100,000 |
| Comparable Replacement Property | $100,000 |
| Acquisition Price of Your Property | $98,000 |
| Maximum Price Differential | $2,000 |

**Example B**

| Purchase Price of Replacement Property | $105,000 |
| Comparable Replacement Property | $100,000 |
| Acquisition Price of Your Property | $98,000 |
| Maximum Price Differential | $2,000 |
| You Must Pay the Additional | $5,000 |

**Example C**

| Comparable Replacement Property | $100,000 |
| Purchase Price of Replacement | $99,000 |
| Acquisition Price of Your Property | $98,000 |
| Price Differential | $1,000 |

*In Example C you will only receive $1,000 - not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.*
IN ORDER FOR A "180 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT (Price Differential, Mortgage Differential and Incidental Expenses), you must:

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, OR

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, OR

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.
For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The Rent Differential payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, OR

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer - regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may - with certain limitations - be converted to a Downpayment Option to assist you in purchasing a replacement property.
Example of Rent Differential Payment Computation:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for $325.00 per month.

**Caltrans Computation (rates are per month)**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental Rate for Comparable Replacement Property</td>
<td>$325</td>
</tr>
<tr>
<td>PLUS average estimated utilities costs</td>
<td>+ $100</td>
</tr>
<tr>
<td>TOTAL Cost to Rent Comparable Replacement Property</td>
<td>= $425</td>
</tr>
<tr>
<td>Rental Rate for Your Current Property</td>
<td>$300</td>
</tr>
<tr>
<td>PLUS average utilities costs</td>
<td>+ $90</td>
</tr>
<tr>
<td>TOTAL Cost to Rent Current Property</td>
<td>= $390</td>
</tr>
<tr>
<td>Comparable Replacement Property including utilities</td>
<td>$425</td>
</tr>
<tr>
<td>Cost you pay to rent your property including utilities</td>
<td>+ $390</td>
</tr>
<tr>
<td>Difference</td>
<td>= $35</td>
</tr>
</tbody>
</table>

Multiplied by 42 months = $1,470 Rent Differential

**Example A:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental Rate for a Replacement Property including Estimated average utilities costs</td>
<td>$525</td>
</tr>
<tr>
<td>Comparable Replacement Property including utilities</td>
<td>$425</td>
</tr>
<tr>
<td>Cost you pay to rent your property including utilities</td>
<td>$390</td>
</tr>
</tbody>
</table>

Since $425 is less than $525, the Rent Differential is based on the difference between $390 and $425.

Rent Differential ($35 x 42 months = $1,470)

*In this case you spent “at least” the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.*

**Example B:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental Rate for a Replacement Property including Estimated average utilities costs</td>
<td>$400</td>
</tr>
<tr>
<td>Comparable Replacement Property including utilities</td>
<td>$425</td>
</tr>
<tr>
<td>Cost you pay to rent your property including utilities</td>
<td>$390</td>
</tr>
</tbody>
</table>
Since $400 is less than $525, the Rent Differential is based on the difference between $400 and $390.

Rent Differential ($10 x 42 months = $420)

In this case you spent “less than” the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.

IN ORDER FOR A "90 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT (Rent Differential), you must:

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

   (1) The date you first receive a notification of an available replacement house, OR

   (2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

   (1) The date you vacate the property acquired by Caltrans, OR

   (2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State’s acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. And, you will also receive at least 90 days' written notice before you must move.

Note 1: The time periods for a 90-day owner occupant are different than a 180-day owner occupant.
Note 2: If the Rent Differential is converted to a Downpayment Option, there is no "spend-to-get" requirement.

DOWN PAYMENT OPTION

The Rent Differential payment may - with certain limitations - be converted to a Down Payment Option to assist you in purchasing a replacement property. The down payment option is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between $0 and $5,250, your down payment option will be $5,250, which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a downpayment option.

The down payment option must be used for the acquisition of the replacement dwelling, plus any eligible incidental expenses (see “180-day Owner Occupants Incidental Expenses”) related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your down payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a down payment option, those advance payments will be deducted from the entire benefit.

LAST RESORT HOUSING

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.
Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.
AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real property taxes.
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.
Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a freedom of choice in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a purchase agreement or a rental agreement until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. DO NOT jeopardize your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes
In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.
Sus Derechos y Beneficios Como Una Persona Desplazada Bajo el Programa Uniforme De Asistencia Para Reubicación (Residencial)

Introducción

En la construcción de un sistema moderno de transportación, el desplazamiento de un pequeño porcentaje de la población es a menudo necesario. Sin embargo, la política de Caltrans es que las personas desalojadas no tengan que sufrir innecesariamente como resultado de los programas diseñados para el beneficio del público en general.

Los individuos y familias desplazadas pueden ser elegibles para recibir servicios de asesoramiento y pagos de reubicación.

Este folleto provee información acerca de los servicios y pagos de reubicación disponibles. Si usted es requerido a mudarse como resultado de un proyecto de transportación, un Agente de Reubicación se comunicará con usted. El Agente de Reubicación le contestará preguntas específicas y le proveerá información adicional.

Ley de Procedimiento Uniforme de Asistencia para Rubicación y Adquisición de Bienes Raíces de 1970, Enmendada “La Ley Uniforme”

El propósito de esta Ley es proveer tratamiento igual y uniforme para las personas que son desplazadas de sus hogares, negocios, u operaciones agrícolas por programas federales o programas que son asistidos con fondos federales y para establecer uniformidad e igualdad en la política de adquisición de tierras por programas federales y programas asistidos con fondos federales.

La ley trata de asegurar que las personas desplazadas directamente como resultado de proyectos federales o proyectos asistidos con fondos federales sean tratados con igualdad, consistencia y equidad para que esas personas no sufran
daños desproporcionados como resultado de proyectos designados para el beneficio del público en general.

Aunque se ha hecho un esfuerzo para asegurar la precisión de este folleto, debe de ser entendido que no tiene la fuerza o efectos de la ley, regla, o regulación que gobierna el pago de los beneficios. Si hay diferencias o error, la ley tomará precedencia.

Algunas Definiciones Importantes...

Sus beneficios de reubicación pueden ser entendidos mejor si usted entiende los siguientes términos:

**Vivienda de Restitución comparable:** significa una propiedad que es:

(1) Decente, segura y sanitaria. (Vea la definición abajo.)
(2) Equivalente funcionalmente a la propiedad desplazada.
(3) Adecuada en tamaño para acomodar a la familia que esta siendo reubicada.
(4) En un área que no esté sujeta a condiciones irrazonablemente adversas.
(5) En una localidad generalmente no menos deseable que la localidad de su propiedad desplazada con respecto a servicios públicos, y acceso razonable al lugar de empleo.
(6) En una parcela de tamaño típico para el desarrollo de una residencia de tamaño normal.

**Decente, Segura y Sanitaria (DS&S):** La vivienda de restitución debe de ser decente, segura y sanitaria … que significa que llena todos los requisitos mínimos establecidos por las regulaciones federales y conforme a los códigos de ocupación de viviendas aplicables. La propiedad será:

(1) Buena estructuralmente, cerrada a las condiciones climáticas y en buen estado de reparación.
(2) Contiene un sistema eléctrico adecuado para iluminación y otros aparatos.
(3) Contiene un sistema de calefacción capáz de mantener una temperatura saludable (de aproximadamente 70 grados) para la persona desplazada,
con excepción en aquellas áreas donde las condiciones climáticas no requieren dicho sistema.

(4) Debe de ser adecuada en tamaño con respecto al número de cuartos y áreas para vivir necesarias para acomodar a las personas desplazadas. Es política de Caltrans que más de dos personas no deben de estar en un solo cuarto, a menos que el tamaño del cuarto sea suficientemente adecuado para acomodar los muebles de dormitorios necesarios de los ocupantes.

(5) Tener un baño separado, bien iluminado y ventilado que sea privado a los usuarios y que contenga un lavamanos, una tina o regadera, y un excusado, todos en buenas condiciones y apropiadamente conectados a los sistemas de aguas negras y aguas potables.

Nota: En el caso de una propiedad residencial, debe de haber una área de cocina que contenga un lavatrastos usable, propiamente conectado a agua caliente y agua fría, y al sistema de drenaje, y con espacio adecuado para utilizar los servicios y conexiones para una estufa y un refrigerador.

(6) Que contenga salidas sin obstrucción y seguros espacio abierto al nivel del suelo. Si la propiedad de restitución está en el segundo piso o más arriba, que tenga acceso directamente desde o a través de un corredor, y que éste corredor común debe de tener al menos dos salidas.

(7) Si la persona desplazada es incapacitada físicamente, debe de ser libre de cualquier barrera que le impidan la entrada o salida, o uso razonable de la propiedad por dicha persona incapacitada.

Persona Desplazada: Cualquier individuo o familia que se mueva de una propiedad o mueva sus bienes personales de una propiedad como resultado de la adquisición de bienes raíces, en todo o en parte, o como resultado de una notificación escrita de una agencia pidiéndole que desocupe la propiedad que se necesita para un proyecto de transportación. En el caso de una adquisición parcial, Caltrans debe de determinar si la persona es desplazada directamente como resultado de esta adquisición.

Los residentes que no están legalmente en los Estados Unidos no son elegibles para recibir pagos y asistencia de reubicación.
Los beneficios de reubicación van a variar dependiendo del tipo y tiempo de ocupación. Como una persona desplazada de una unidad residencial usted puede ser clasificado como:

- Un dueño ocupante de una propiedad residencial (incluyendo casas movibles)
- Un inquilino ocupante de una propiedad residencial (incluyendo casas movibles y cuartos para dormir)

**Vivienda:** El lugar de permanencia o residencia regular y usual de una persona, de acuerdo a las costumbres locales o la ley, incluyendo una unidad familiar, una unidad familiar en un complejo doble o multi-familiar, o una propiedad de uso múltiple, una unidad de condominio o proyecto de vivienda en cooperativa, una unidad libre de mantenimiento doméstico, una casa movible, o cualquier otra unidad residencial.

**Dueño:** Una persona es considerada que llena los requisitos de dueño de una casa, si esta persona compra, tiene título o tiene algunos de los siguientes intereses en una propiedad:

1. Una escritura de propiedad, un interés de por vida en una propiedad, un contrato de renta por 99 años, un contrato oral de renta incluyendo una opción para extensión con al menos 50 años que queden después de la fecha de adquisición; o
2. El interés en un proyecto de vivienda en cooperativa que incluya el derecho de ocupar una vivienda; o
3. Un contrato de compra de interés, o bienes raíces.
4. Algún otro interés, incluyendo intereses parciales, qua a juicio de la agencia garanticen los pagos como dueño.

**Inquilino:** Una persona que tiene el uso y la ocupación temporal de una propiedad de la que otro es dueño.
Gastos de Mudanza

Si usted califica como persona desplazada, usted tiene derecho a reembolso de sus gastos de mudanza y a ciertos gastos relacionados incurridos durante el traslado. Los métodos de traslado y los distintos tipos de pagos para gastos de mudanza son explicados abajo.

Los individuos y familias desplazadas pueden escoger un pago basado en los gastos reales, razonables y los gastos relacionados, o de acuerdo a una lista de costos fijos de mudanza. Sin embargo, para asegurar su elegibilidad y el pago rápido de sus gastos de mudanza, usted debe de ponerse en contacto con su Agente de Rubicación antes de mudarse.

**Usted Puede Elegir Entre:**

**Los Gastos Razonables de Mudanza** – A usted se le puede pagar por los gastos razonables de mudanza y gastos relacionados cuando una compañía comercial de mudanza hace la mudanza. Los reembolsos deberán ser limitados a una mudanza de 50 millas o menos. Los gastos relacionados **pueden** incluir:

- Transportación.
- Empaque y desempaque de propiedades personales.
- Desconexión y reconexión de aparatos eléctricos.
- Almacenaje temporal de propiedades personales.
- Seguros cuando la propiedad está almacenada o en tránsito.

Ó

**Lista de Costos Fijos de Mudanza** – A usted se le puede pagar basado en una lista de costos fijos de mudanza. Bajo esta opción, usted no puede ser elegible para reembolsos de gastos relacionados incluídos en la lista de arriba. Esta lista de gastos fijos está designada a cubrir todos esos gastos.

Por ejemplo (Tarifa para el año 2001)

- 4 Cuartos - $ 950
- 7 Cuartos - $1,550
Los costos fijos de mudanza para una unidad amueblada (ejemplo, usted es inquilino en un apartamento donde los muebles pertenecen al dueño de la vivienda) están basados en la Tabla de Honorarios B.

Ejemplos (Taza en el año 2001):
- 4 Cuartos - $475
- 7 Cuartos - $625

Bajo la lista de Pago Fijos de Mudanza, usted no puede recibir ningún pago adicional por almacenamiento temporario, vivienda temporaria, transportación o conexiones de servicios públicos.
Pagos Para Vivienda de Restitución

El tipo de Pago Para Vivienda de Restitución (RHP) depende de si usted es dueño o un inquilino, y en el tiempo de ocupación que tiene de la propiedad que será adquirida.

Si usted es calificado como dueño ocupante de más de 180 días antes de la iniciación de negociaciones para la adquisición de su propiedad, usted puede tener derecho a recibir RHP que consiste en:

Diferencia de Precio, y
Diferencia para Hipoteca, y
Gastos Incidentales
O
Diferencia Para Rentar

Si usted es calificado como dueño ocupante de más de 90 días, pero menos de 180 días, O si usted es calificado como inquilino ocupante de al menos 90 días, usted puede tener derecho a recibir RHP así:

Diferencia Para Rentar
U

Opción para Enganche

Tiempo de ocupación simplemente significa contar el número de días que usted actualmente ocupó la vivienda antes de la fecha de iniciación de negociaciones por Caltrans para la compra de la propiedad. El término “iniciación de negociaciones” significa la fecha que Caltrans hizo el primer contacto personal con el dueño de bienes raíces, o su representante, para darle a el/ella una oferta escrita para la adquisición de la propiedad.

Nota: Si usted ocupó una vivienda por menos de 90 días antes de la iniciación de negociaciones y la propiedad es posteriormente adquirida, o si usted se mudó a la propiedad después de la iniciación de negociaciones y usted todavía
ocupaba la propiedad a la fecha de adquisición, usted puede ser elegible para un Pago para Restitución de Vivienda, basado en una guía de elegibilidad establecida. Consulte con su Agente de Reubicación antes de que haga cualquier decisión de mudarse de su propiedad.

Para Ocupantes de 180 Días o Más

Si usted califica como dueño ocupante de 180 días, puede ser elegible – además del valor equitativo en el mercado de su propiedad – para un Pago de Restitución de Vivienda que consiste en un pago de Diferencia de Precio y/o Gastos Incidentales.

El Pago de Diferencia de Precio es la cantidad por la que el costo de una vivienda de restitución excede el costo de adquisición de la vivienda desplazada. Este pago le asistirá en la compra de una vivienda decente, segura, y sanitaria (DS&S). Caltrans computará el pago máximo que usted puede ser elegible para recibir. (Vea un ejemplo en la página 15.)

Para recibir la cantidad total de la diferencia de precio calculadas, usted debe de gastar al menos la cantidad calculada por Caltrans en la propiedad de restitución.

El pago de Diferencia de Hipoteca le será reembolsado por cualquier aumento del costo de interés en la hipoteca que usted haya incurrido porque la tasa de interés en su nueva hipoteca excede la taza de interés de la propiedad adquirida por Caltrans. La computación del pago es complicada ya que está basada en las tasas típicas entre su préstamo anterior y su préstamo nuevo. También, una parte de los pagos pueden ser prorrateado como reembolso por una porción de los honorarios de su préstamo y los puntos (intereses) de la hipoteca.

Para ser elegible para recibir este pago, la propiedad adquirida debe de ser hipotecada con una hipoteca de buena fé, la cual fue un crédito válido de por lo menos 180 días antes de la iniciación de negociaciones.

Usted también puede ser reembolsado por cualquier Gasto Incidental actual y necesario que usted incurra en relación con la compra de su propiedad de restitución. Estos gastos pueden ser los costos por búsqueda de título, honorarios de copia en el Registro, reporte de crédito, reporte de evaluación, y ciertos otros gastos de cierre de escritura. Usted no puede ser reembolsado por ningún gasto frecuente como pre-pagos de impuesto de bienes raíces y seguro de propiedad.
Si la cantidad total de su Pago de Vivienda de Restitución (Diferencia de Precio, Diferencia Para Hipoteca y Gastos Incidentales) excede $22,500, el pago debe de ser depositado directamente en una cuenta fiduciaria o ser pagado directamente a la compañía financiera.

**EJEMPLO DE COMO SE CALCULA LA DIFERENCIA DE PAGO:**

Suponga que Caltrans compra su propiedad por $98,000. Después de un estudio completo de viviendas disponibles en el mercado, que sean decentes, seguras y sanitarias, Caltrans determina que la propiedad de restitución comparable en el mercado abierto le costará $100,000. Si su precio de compra es $100,000 usted recibirá $2,000 (Vea el Ejemplo A)

Si su precio de compra es de más de $100,000, usted paga la diferencia (vea el Ejemplo B). Si su precio de compra es menos de $100,000, el pago se basará en los costos actuales (vea el Ejemplo C).

La cantidad que usted recibe en un pago diferencial dependerá de cuanto usted realmente gasta en una vivienda de restitución, como se muestra en estos ejemplos.

**Computación de Caltrans**

<table>
<thead>
<tr>
<th>Precio Comparable de la Propiedad de Restitución</th>
<th>$100,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precio de Adquisición de su Propiedad</td>
<td>– $ 98,000</td>
</tr>
<tr>
<td>Diferencia Máxima de Precio</td>
<td>$  2,000</td>
</tr>
</tbody>
</table>

**Ejemplo A**

<table>
<thead>
<tr>
<th>Precio de Compra de Restitución</th>
<th>$100,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propiedad Comparable de Restitución</td>
<td>$100,000</td>
</tr>
<tr>
<td>Precio de Adquisición de su Propiedad</td>
<td>– $ 98,000</td>
</tr>
<tr>
<td>Diferencia Máxima de Precio</td>
<td>$  2,000</td>
</tr>
</tbody>
</table>
Ejemplo B

Precio de Compra de Restitución $105,000
Propiedad Comparable de Restitución $100,000
Precio de Adquisición de su Propiedad $ 98,000
Diferencia Máxima de Precio $ 2,000
Usted Debe de Pagar el Precio Adicional de $ 5,000

Ejemplo C

Propiedad Comparable de Restitución $100,000
Precio de Compra de Restitución $ 99,000
Precio de Adquisición de su Propiedad $ 98,000
Diferencia de Precio $ 1,000

En el ejemplo C usted solo recibirá $1,000 – no la cantidad completa de “La propiedad Comparable de Restitución” por los requisitos de “Gastar para Obtener” de Caltrans.

PARA QUE UN “DUENO OCUPANTE DE 180 DÍAS” RECIBA LA CANTIDAD TOTAL DE SUS BENEFICIOS DE PAGOS PARA VIVIENDA (Diferencia de Precio, Diferencia de Hipoteca y Gastos Incidentales), usted debe:

A) Comprar y ocupar una vivienda de restitución que sea DS&S dentro de al menos un año desde la fecha más tarde de:

(1) La fecha en que recibió la primera notificación de una casa de restitución, O

(2) La fecha que Caltrans pagó los costos de adquisición de su vivienda actual (usualmente los gastos de cierre de escritura en la adquisición del Estado.)

Y

B) Haber gastado al menos la cantidad que Caltrans estableció para “La Propiedad Comparable de Restitución” para la propiedad de restitución.

Y
C) Reportar un reclamo para pago para reubicación dentro de los 18 meses de la fecha más tarde de:

(1) La fecha en que se mudó de la propiedad adquirida por Caltrans, O

(2) La fecha en que Caltrans le pagó los costos de adquisición de su vivienda actual (usualmente al cierre de escritura en la adquisición del Estado.)

Usted no será elegible para recibir ningún pago de reubicación hasta que el Estado haya hecho la primera oferta por escrito de la compra de la propiedad. Usted también recibirá una notificación escrita por lo menos 90 días antes de tener que mudarse.

**Para Dueños Ocupantes e Inquilinos de 90 Días o Más**

Si usted califica como un ocupante (ya sea como dueño o inquilino) de 90 días, usted puede ser elegible para un Pago de Vivienda de Restitución en la forma de Diferencia para Rentar.

El pago de la Diferencia para Rentar es designado para asistirle en la renta de una vivienda comparable que sea decente, segura y sanitaria. El pago será basado en la diferencia entre la renta básica mensual por la propiedad adquirida por Caltrans (incluyendo el promedio del costo mensual de servicios públicos) y el menor de:

a) La renta mensual y el promedio del costo mensual estimado de los servicios públicos para una vivienda comparable de restitución determinada por Caltrans, O

b) La renta mensual y el promedio del costo mensual estimado de los servicios públicos para una vivienda decente, segura y sanitaria que usted rente como vivienda de restitución.

Gastos de servicios públicos son esos gastos que usted incurre por calefacción, luz, agua, aguas negras y basura – sin importar quien los provea (ejemplo, electricidad, gas propano, y sistema séptico.) No incluye cable de televisión, teléfono, o seguridad. Los servicios públicos en su propiedad de restitución será el estimado del promedio de costos por los 3 últimos meses para el tipo de vivienda y área usados en los cálculos.
Esta diferencia es multiplicada por 42 meses y le puede ser pagado en una sola suma o en pagos periódicos de acuerdo con la política y regulaciones. (Vea un ejemplo en la página 21.)

Para recibir la cantidad calculada total de la diferencia para rentar, usted debe gastar al menos la cantidad calculada por Caltrans en la propiedad de restitución.

Este pago puede – con ciertas limitaciones – ser convertido en una **Opción para Enganche** para asistirle en la compra de una propiedad de restitución (Vea la página 25 para una explicación completa.)

**EJEMPLO DE LA COMPUTACIÓN DEL PAGO DE LA DIFERENCIA PARA RENTAR:**

Después de hacer un estudio completo de viviendas comparables, decentes, seguras y sanitarias que estén disponibles para rentar, Caltrans determina que una propiedad comparable de restitución podría ser rentada por $325 al mes.

**Computación de Caltrans**

<table>
<thead>
<tr>
<th>Descripción</th>
<th>Monto</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renta por una Propiedad Comparable de Restitución</td>
<td>$ 325 al mes</td>
</tr>
<tr>
<td>MÁS: estimado de costos de servicios públicos</td>
<td>100 al mes</td>
</tr>
<tr>
<td>TOTAL Costo de renta por una Propiedad Comparable de Restitución</td>
<td>$ 425 al mes</td>
</tr>
<tr>
<td>Renta por su Propiedad Actual</td>
<td>$ 300 al mes</td>
</tr>
<tr>
<td>MÁS: costos de servicios públicos</td>
<td>90 al mes</td>
</tr>
<tr>
<td>TOTAL Costo para pagar la renta de su propiedad actual</td>
<td>$ 390 al mes</td>
</tr>
<tr>
<td>Propiedad Comparable de Restitución incluyendo servicios públicos</td>
<td>$ 425 al mes</td>
</tr>
<tr>
<td>Costo para pagar la renta de su propiedad incluyendo servicios públicos</td>
<td>390 al mes</td>
</tr>
<tr>
<td>Diferencia</td>
<td>$ 35 al mes</td>
</tr>
</tbody>
</table>

Multiplicado por 42 meses = $1,470 Diferencia para Rentar
Ejemplo A:
Renta para una Propiedad de Restitución, incluyendo los costos estimados de servicios públicos $ 525 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos $ 425 al mes
Costos de pago de la renta de su propiedad incluyendo servicios públicos $ 390 al mes

Ya que $425 es menos que $525, la diferencia para rentar está basada en la diferencia entre $390 y $425.

Diferencia para Rentar ($35 x 42 meses = $1,470)

En este caso usted gasta “al menos” la cantidad de la Propiedad de Restitución Comparable en la propiedad de restitución y así recibirá la cantidad total.

Ejemplo B:
Renta por una Propiedad de Restitución, incluyendo los costos estimados de servicios públicos $ 400 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos $ 425 al mes
Costos de pago de la renta de su propiedad incluyendo servicios públicos $ 390 al mes

Ya que $400 es menos que $525, la diferencia para rentar está basada en la diferencia entre $400 y $390.

Diferencia para Rentar ($10 x 42 meses = $420)

En este caso usted va a gastar “menos que” la cantidad de Propiedad de Restitución Comparable en la restitución de la vivienda y usted no recibirá la cantidad total.

**PARA QUE UN “DUENO OCUPANTE DE 90 DÍAS” RECIBA LA CANTIDAD TOTAL DE PAGO PARA SU VIVIENDA DE RESTITUCION** (Diferencia para Rentar), **usted debe de:**

A) Rentar y ocupar una vivienda de restitución DS&S dentro de un año después de la última fecha de:
(1) La fecha en que usted recibió la primera notificación de una casa de restitución disponible, \( \text{O} \)

(2) El día en que usted su mudó de la propiedad adquirida por Caltrans.

Y

B) Gastar al menos la cantidad de la “Propiedad Comparable de Restitución” de Caltrans para rentar una vivienda de restitución.

Y

C) Reportar un reclamo para pagos de reubicación dentro de los 18 meses de la fecha más tarde:

(1) La fecha en que usted se mudó de la propiedad adquirida por Caltrans, \( \text{O} \)

(2) La fecha en que Caltrans le pagó los costos de adquisición de su propiedad actual (usualmente al cierre de escritura de la adquisición del Estado.)

Usted no será elegible para recibir ningún pago de reubicación hasta que haya hecho la primera oferta escrita para comprar la propiedad. Además, usted recibirá al menos una noticia por escrito 90 días antes de tener que mudarse.
OPCIÓN PARA ENGANCHE

El pago de Diferencia para Rentar puede – con ciertas limitaciones – ser convertido en una Opción para Enganche para asistirle en la compra de una propiedad de restitución. La Opción para Enganche es una conversión directa del pago de la diferencia para rentar.

Si la diferencia para rentar es calculada entre $0 y $5,250, su Opción Para Enganche será de $5,250 la cual puede ser usada para la compra de una vivienda de restitución decente, segura y sanitaria.

Si la diferencia para rentar es más de $5,250 usted podrá convertir la cantidad completa de diferencia para rentar a una Opción Para Enganche.

La Opción Para Enganche debe de ser usada para el enganche requerido, la cual usualmente es un porcentaje del precio total de compra, más cualquier gasto incidental elegible (vea la página 14, “Gastos Incidentales para Dueños Ocupantes de 180 días”) relacionado con la compra de la propiedad. Usted debe trabajar junto con su Agente de Reubicación para asegurarse de que puede utilizar la cantidad total de su Opción Para Enganche en su compra.

Si alguna porción de la diferencia para rentar fue usada antes de su decisión de convertirla a una Opción Para Enganche, los pagos avanzados serán deducidos de los beneficios completos.
CASA DEL ÚLTIMO RECURSO

En la mayoría de los proyectos de Caltrans, existe una cantidad adecuada de viviendas de venta y alquiler, y los beneficios serán suficientes para que usted pueda reubicarse a una vivienda comparable. Sin embargo, en ciertas localidades pueden haber proyectos donde el número de viviendas disponibles no son suficientes para proveer viviendas a todas las personas desplazadas. En estos casos, Caltrans utiliza un método llamado Casa del Último Recurso. La Casa del Último Recurso permite a Caltrans construir, rehabilitar, o modificar viviendas para cumplir con las necesidades de las personas desplazadas por un proyecto. Caltrans puede también pagar arriba de los límites legales de $5,250 y $22,500 para hacer posible viviendas con precios razonables.

Asistencia de Consulta Para Reubicación

A cualquier individuo, familia, negocio u operación agrícola desplazada por Caltrans deberá ofrecérselle servicios de asistencia con el propósito de localizar una propiedad de restitución. Los servicios de reubicación son proveídos por empleados calificados de Caltrans. Es la meta de ellos y el deseo de estos empleados de servirle y asistirle de cualquier manera posible para ayudarle a reubicarse exitosamente.

Un Agente de Reubicación de Caltrans se pondrá en contacto con usted personalmente. Los servicios de reubicación y pagos se le explicarán de acuerdo con su elegibilidad. Durante la entrevista inicial, sus necesidades de vivienda y deseos se determinarán así como sus necesidades de asistencia. No se le puede pedir que se mude a menos que una vivienda comparable de restitución le sea disponible.

Usted puede esperar recibir los siguientes servicios, consejos y asistencia de su Agente de Reubicación quien le:

• Explicará los beneficios de reubicación y los requerimientos de elegibilidad.
• Proveerá por escrito la cantidad de pago por su vivienda de restitución.
• Asegurará la disposición de una vivienda comparable antes de que se mude.
• Inspeccionará las posibles unidades residenciales de restitución para el cumplimiento de DS&S.
• Proveerá información y aconsejará como puede obtener ayuda para minimizar las adversidades en ajustarse a su nueva localidad.

• Ayudará en completar los documentos de préstamos, aplicaciones de rentas o las Formas de Reclamo para Reubicación.

Y proveerle información de:

• Seguro de Depósitos
• Taza de intereses y términos
• Pagos típicos de enganches
• Requisitos de préstamos de la Administración de Veteranos (VA) y la Administración de Vivienda Federal (FHA)
• Impuestos sobre bienes raíces
• Literatura de educación en viviendas para el consumidor

Si usted lo desea, el Agente de Reubicación le dará una lista actual de otras viviendas de restitución disponibles.

Se proveerá transportación para inspeccionar viviendas disponibles, especialmente si usted es mayor de edad o con impedimento físico. Aunque usted puede utilizar los servicios de un agente de bienes raíces, Caltrans no lo podrá referir.

Su Agente de Reubicación está familiarizado con los servicios proveídos por otras agencias de su comunidad y le proveerá información de otros programas de viviendas federales, estatales y locales que ofrecen programas de asistencia para personas desplazadas. Si usted tiene algún problema especial, su Agente de Reubicación hará su mejor esfuerzo para asegurarle los servicios de esas agencias con personal capacitado y con experiencia que le ayudarán.

Si el proyecto de transportación requiere un número considerable de personas que sean reubicados, Caltrans establecerá una Oficina Temporal de Reubicación en, o cerca del proyecto. Las oficinas de proyectos de reubicación deberán de abrirse durante horas convenientes y en horas tempranas de la noche, si es necesario.
Además de estos servicios, Caltrans es requerido que coordine las actividades de otras agencias que causen desplazamientos para asegurar que todas esas personas desplazadas reciban beneficios de reubicación equitativos y consistentes.

Recuerde – SU AGENTE DE REUBICACIÓN está para aconsejarle y asistirle. No vacile en hacer preguntas, y asegúrese de que entiende completamente sus derechos y beneficios de reubicación disponibles.
SUS DERECHOS COMO UNA PERSONA DESPLAZADA

Todas las personas elegibles como personas desplazadas tienen la libertad de escoger dentro de la selección de viviendas de restitución, y Caltrans no requerirá a ninguna persona que sea desplazada que acepte una vivienda de restitución proveída por Caltrans. Si usted decide no aceptar la vivienda de restitución ofrecida por Caltrans, usted puede elegir una vivienda de restitución de su propia selección, mientras que cumple con los requisitos de DS&S. Caltrans no pagará más que los beneficios calculados por una vivienda de restitución.

Lo más importante que usted debe de recordar es que la vivienda de restitución que usted seleccione debe de llenar los requisitos básicos de “decente, segura y sanitaria”. No ejecute los documentos de compra o el contrato de renta hasta que un representante de Caltrans haya inspeccionado y certificado por escrito que la vivienda que usted se propone ocupar cumple con los requisitos básicos. \textbf{NO ARRIESGUE} su derecho de recibir los pagos de vivienda de restitución por mudarse a una vivienda que no sea “decente, segura y sanitaria.”

Es importante recordar que sus beneficios de reubicación \textit{no van a tener ningún efecto adverso} en su:

- Elegibilidad para Seguro Social
- Elegibilidad para Asistencia Social
- Impuestos sobre ingresos

Además, el Título VIII de los Derechos Civiles, Ley de 1968 y luego otras leyes y enmiendas hacen descriminatoria la práctica de compra y renta de unidades de vivienda si es basada ilegalmente en la raza, color, religión, sexo u origen nacional.

Cuando sea posible, a personas de minorías se les debe de dar oportunidades razonables para reubicarse a viviendas de restitución que sean decentes, seguras y sanitarias, no localizadas en áreas de concentración de minorías, y que estén dentro de sus recursos económicos. Esta política, sin embargo, no requiere que Caltrans provea a una persona pagos más grandes de lo que sean necesarios para permitir que la persona sea reubicada a una vivienda de restitución comparable.
La política No-Discriminatoria de Caltrans asegura que todos los servicios y/o los beneficios deben de ser administrados al público en general sin importar la raza, color, origen nacional, o sexo en cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964 (42 USC 2000 d. et seq.)

Usted siempre tendrá el Derecho de Apelar cualquier decisión hecha por Caltrans relacionada a los beneficios de reubicación y elegibilidad.

Su Derecho de Apelar está garantizado en la “Ley Uniforme” la cual establece que una persona puede apelar al jefe de la agencia responsable, si ella cree que la agencia ha fallado en determinar correctamente su elegibilidad, o la cifra del pago autorizado por la Ley.

Si usted indica su disatisfacción, ya sea verbalmente o por escrito, Caltrans le asistirá en hacer su demanda de apelación y le explicará el procedimiento que debe de seguir. Usted tiene derecho de ser representado por un asesor legal u otro representante en conexión con su apelación (pero solamente por su propia cuenta.)

Caltrans considerará toda justificación y materia pertinente que usted entregue u otra información disponible, necesaria para asegurar una audiencia equitativa. Caltrans le proveerá una determinación por escrito del resultado de su apelación, con una explicación sobre la base de la decisión. Si usted aún no está satisfecho con la decisión otorgada, Caltrans le aconsejará que usted puede pedir una audiencia judicial.

Noticiero de la Ley para Americanos con Incapacidades Físicas (ADA):

Para personas con incapacidades físicas, este documento es disponible en formatos alternativos. Para Información llame al número (916) 654-5413 Voz, CRS: 1-800-735-2929, o escriba a Derecho de Vía, MS 37, 1120 N Street, Sacramento, CA  95814.
Appendix H

Historic Resources Evaluation Memorandum
January 4, 2010

Sarah Jenkins
Dokken Engineering
2365 Iron Point RD., Suite 200
Folsom, CA 95630

RE: Review of properties located near the intersection of State Route 12 and State Route 29 in the town of Valley Springs, Calaveras County

Dear Sarah:

At the request of Dokken Engineering, I have reviewed the buildings located near the intersection of State Route 12 and State Route 29 in the town of Valley Springs in Calaveras County to determine whether or not the properties may require evaluation for historic significance. I conducted a site visit on Friday, January 21, 2010 and photographed each property from public right of way that has the potential to be affected by the proposed undertaking. I also reviewed the records search data obtained from the North Central Information Center (NCIC) and conducted additional limited research on the properties at the Calaveras County Museum to determine whether or not there was a potential for historical significance.

Because the project involves a federal undertaking as defined by 36 CFR 800.16(y) and it is subject to review by Caltrans on behalf of the Federal Highway Administration (FHWA), I conducted these studies in accordance with the Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the California State Historic Preservation Officer (CASHP), and the California Department of Transportation (Caltrans) Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of The Federal-Aid Highway Program in California (Caltrans PA) and amendments, the alternative procedures for FHWA’s compliance with 36 CFR 800, the regulations implementing Section 106 of the National Historic Preservation Act.

The proposed project would include minor improvements to the existing four-way stop controlled intersection at State Route 12 and State Route 29 without changing the stop sign control. Ground disturbing activities for the build alternative would include excavation for the placement of sidewalks, curbs, gutters, driveway improvements, sidewalk gap closures and formalized parking improvements.

The proposed project would require acquisition of two parcels and partial sliver acquisitions of four additional parcels in order to accommodate the proposed widening. The two parcels that would be fully acquired are APN 046-007-022 and APN 046-015-61, which the Tri-Dam Realty building resides on. This building is proposed to be either demolished or relocated. The four sliver parcel takes are APN’s 046-015-054 (Ice Cream Depot / Hoof & Boots Saddlery), 045-14-054 (Allied Insurance), 046-015-057 (Valley Oaks TB Outlet, LLC), and 046-015-56 (Tri-Dam Realty).
The project is located at an intersection that is listed on the California Historical Landmarks list by California State Parks Office of Historic Preservation (Number 251). The existing California Historical Landmark placard is recognized as a scenic resource located within the project vicinity; however the placard will not be impacted. Also, historically there was a train depot and turntable (completed in 1885) in the southeast quadrant of the SR 12/26 intersection. Dokken Engineering also provided GPA with a Valley News Spring newspaper article on the Tri-Dam Realty Building that stated that the building may have been built in the 1890's under the name of the Hub Saloon of Valley Springs. Therefore, GPA staff reviewed all of this supporting documentation in the determination of whether or not these properties would require further evaluation.

I have reviewed all the buildings located within the proposed project’s Area of Potential Effects (APE) and have determined that none of the building will require further evaluation per Attachment 4 of the Caltrans PA because they have been substantially altered, and although may be old, no longer appear to date from the period that they were constructed. Additionally, I reviewed the records search data received from the NCIC and conducted limited research at the Calaveras County Museum.

The railroad track was previously evaluated and given a status code of 6Y2 and will therefore not require further evaluation. The California Historical Landmark #251 notes that in 1885 the San Joaquin and Sierra Nevada Railroad Company completed a narrow-gauge railroad from Brack’s Landing to Valley Springs. The line eventually became the property of Southern Pacific Company, and a stand-gauge line into Valley Springs was substituted. However, this placard only notes the site of the previous narrow gauge railroad and there is no longer an extant rails; therefore the placard itself, which is not historic, can be relocated, if necessary without causing an effect. This object does not require further evaluation.

The Valley Springs Southern Pacific Railroad Depot was recently evaluated in 2009 by Judith Marvin of Foothill Resources, Ltd. The depot received a status code of 3CS indicating that it is eligible for the California Register of Historical Resources and therefore would not require further evaluation for this project. The property has undergone some alteration over time, including the modification of doors and windows and the reuse of the building as a restaurant on its west end. This building would not be physically impacted by the proposed undertaking.

The Tri-Dam Realty building (APN 046-015-61), although present in historic photographs as early as 1920, has been substantially altered since its original construction. The historic form and location of the building are intact; however all of the exterior materials (siding, foundation, window, doors, etc.) have been replaced and the windows have been enlarged to accommodate new windows. Therefore, the building appears to be a new building with an old design. Due to these material changes, the building is exempt under Attachment 4 of the Caltrans PA.
I meet the Professional Qualifications Standards as a Principal Architectural Historian. I would be happy to provide you with my qualifications if needed. For your convenience, I have attached copies of the photos I took during my site visit. Please don’t hesitate to contact me with any questions that you may have at (310) 792-2690 or by e-mail at andrea@galvinpreservation.com.

Sincerely,

[Signature]

Andrea Galvin
President, Galvin Preservation Associates Inc.

Encl. Photo Log
Figure 1: View of Tri-City Realty, looking southeast.

Figure 2: View of Tri-City Realty, looking northeast at south-facing façade. Photo illustrates new siding, window size and materials, new awnings, new foundation, new roofing material and new skylights.
Figure 3: View of Southern Pacific Railroad Depot, looking southwest.

Figure 4: View of restaurant conversion on the west side of the depot, facing south. Photo illustrates alterations to historic doors and windows.
**Figure 5**: California Historical Landmark Placard, looking south.
Appendix I  Caltrans Hazards Procedures for Construction
Table 7-1.1 Unknown Hazards Procedures

- **If resident engineer encounters underground tanks, gases odors, uncontained spills, then...**

- **Stop work** in the vicinity of the find. Evaluate level of risk to workers and public. Cordon off the area and evacuate if the resident engineer deems appropriate. Do not allow construction personnel to do any exploratory or investigative work that would result in further personal exposure.

- **Resident engineer contacts:** 1) district construction hazardous waste coordinator, 2) district hazardous material manager, 3) maintenance hazardous spill coordinator, and 4) district Proposition 65 coordinator.

- **Division of Environmental Analysis’ Noise, Air, and Hazardous Waste reviews if needed, is hazardous waste present?**

- **If deemed an emergency, the resident engineer immediately call in an emergency hazardous work contractor and follow-up with coordinator steps.**

- **Resident engineer seeks assistance using hazardous emergency contracts.**

- **Hazardous waste emergency contractor makes a preliminary determination.**

- **Hazardous waste present.**

- **District construction hazardous waste coordinator or resident engineer contacts regulatory agency only if necessary (examples: dumping, pulling tanks, and others).**

- **Hazardous waste investigation or removal plan developed between Caltrans, emergency contractor and regulatory agency.**

- **Emergency contractor characterizes hazardous waste and limits of contamination.**

- **Emergency contractor develops and implements approved cleanup plan or remove tanks.**

- **Mitigation for example, disposal, local permits, transportation, safety, EPA numbers.**

- **Follow-up for example, refer to Legal for cost recovery.**

[Diagram of the above steps]
Appendix J  List of Abbreviated Terms
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ACM</td>
<td>Asbestos Containing Material</td>
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<tr>
<td>AEP</td>
<td>Association of Environmental Professionals</td>
</tr>
<tr>
<td>APE</td>
<td>Area of Potential Effects</td>
</tr>
<tr>
<td>ASR</td>
<td>Archaeological Survey Report</td>
</tr>
<tr>
<td>AULs</td>
<td>Activity and Use Limitations</td>
</tr>
<tr>
<td>BMPs</td>
<td>Best Management Practices</td>
</tr>
<tr>
<td>BSA</td>
<td>Biological Study Area or Project Area</td>
</tr>
<tr>
<td>Caltrans</td>
<td>California Department of Transportation</td>
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<tr>
<td>CARB</td>
<td>California Air Resources Board</td>
</tr>
<tr>
<td>CCAPCD</td>
<td>Calaveras County Air Pollution Control District</td>
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<tr>
<td>CCH</td>
<td>Community Center Historic</td>
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<tr>
<td>CCR</td>
<td>Community Center Regional</td>
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<tr>
<td>CDFG</td>
<td>California Department of Fish and Game</td>
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<tr>
<td>CEQA</td>
<td>California Environmental Quality Act</td>
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<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CO</td>
<td>carbon monoxide</td>
</tr>
<tr>
<td>CO₂</td>
<td>carbon dioxide</td>
</tr>
<tr>
<td>County</td>
<td>Calaveras County</td>
</tr>
<tr>
<td>dBA</td>
<td>Decibel A filter</td>
</tr>
<tr>
<td>EPA</td>
<td>U.S. Environmental Protection Agency</td>
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<tr>
<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
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<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
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<tr>
<td>FTIP</td>
<td>Federal Transportation Improvement Plan</td>
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<tr>
<td>GHG</td>
<td>Greenhouse Gas</td>
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<tr>
<td>HPSR</td>
<td>Historic Property Survey Report</td>
</tr>
<tr>
<td>ISA</td>
<td>Initial Site Assessment</td>
</tr>
<tr>
<td>IS/MND</td>
<td>Initial Study with Proposed Mitigated Negative Declaration</td>
</tr>
<tr>
<td>KPRA</td>
<td>Kingpin-to-Rear-Axle</td>
</tr>
<tr>
<td>LOS</td>
<td>Level Of Service</td>
</tr>
<tr>
<td>MBTA</td>
<td>Migratory Bird Treaty Act</td>
</tr>
<tr>
<td>MCAB</td>
<td>Mountain Counties Air Basin</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
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<td>---------</td>
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<tr>
<td>MLD</td>
<td>Most Likely Descendent</td>
</tr>
<tr>
<td>MND</td>
<td>Mitigated Negative Declaration</td>
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<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
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<tr>
<td>NAHC</td>
<td>Native American Heritage Commission</td>
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<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
</tr>
<tr>
<td>NES/MI</td>
<td>Natural Environment Study (Minimal Impacts)</td>
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<tr>
<td>NOx</td>
<td>nitrogen oxides</td>
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<tr>
<td>NHTSA</td>
<td>National Highway Traffic Safety Administration</td>
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<tr>
<td>NPDES</td>
<td>National Pollutant Discharge Elimination System</td>
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<tr>
<td>OSHA</td>
<td>Occupational Safety and Health Administration</td>
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<tr>
<td>PAC</td>
<td>Presumed Asbestos Containing Materials</td>
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<tr>
<td>PCB</td>
<td>Polychlorinated biphenyl</td>
</tr>
<tr>
<td>PM$_{10}$</td>
<td>Particulate Matter less than 10 micrometers</td>
</tr>
<tr>
<td>PM$_{2.5}$</td>
<td>Particulate Matter less than 2.5 micrometers</td>
</tr>
<tr>
<td>PR</td>
<td>Parks and Recreation</td>
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<tr>
<td>Project</td>
<td>State Route 12/26 Intersection Improvement Project</td>
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<tr>
<td>PS&amp;E</td>
<td>Project Specifications and Estimates</td>
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<tr>
<td>REC</td>
<td>Recognized Environmental Condition</td>
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<tr>
<td>Resources Agency</td>
<td>California Natural Resources Agency</td>
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<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>SER</td>
<td>Standard Environmental Reference</td>
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<tr>
<td>SR-12/26</td>
<td>State Route 12/26</td>
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<tr>
<td>STAA</td>
<td>Surface Transportation Assistance Act</td>
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<tr>
<td>SWPPP</td>
<td>Storm Water Pollution Prevention Plan</td>
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<tr>
<td>USFWS</td>
<td>United States Fish and Wildlife Service</td>
</tr>
<tr>
<td>UST</td>
<td>Underground Storage Tanks</td>
</tr>
<tr>
<td>VOCs</td>
<td>volatile organic compounds</td>
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