Yreka Rehab

SISKIYOU COUNTY, CALIFORNIA
02–SIS–3 and 263–PM VAR
EA 02-1H520
EFIS 0217000009

Initial Study and Negative Declaration

Prepared by the
State of California, Department of Transportation
Caltrans District 2
1657 Riverside Drive, MS-30
Redding, CA 96001

March 19, 2020

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SCH No. 2020029051
02-SIS-3 and 263-PM VAR
EA 02-1H520
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Yreka Rehab

Initial Study and Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

STATE OF CALIFORNIA
Department of Transportation

Approved By: _____ Date: _____

Wesley Stroud, Office Chief
North Region Office of Environmental Management
California Department of Transportation
(530) 225-3510

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SCH No. *Pending*
02-SIS-3 and 263-PM VAR
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Negative Declaration

Pursuant to: Division 13, California Public Resources Code

Project Description

The California Department of Transportation (Caltrans), using state and federal funding, is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project includes the segment of State Route (SR) 3 from post mile R46.8 to R48.0 (this section of roadway has a post mile equation [L50.16 = R47.38]), Moonlit Oaks Avenue between SR 3 and Fairlane Road, and a section of SR 263 from post mile 49.1 to 49.4. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting.

The strategy is to reconstruct the roadway's structural section to meet current design standards and Americans with Disabilities Act (ADA) standards. The roadway between Oberlin Road and Broadway would be narrowed to improve pedestrian safety. Existing paved roadway shoulders would be widened to 8 feet at various locations in the northern portion of the project area. Most sidewalks, including approximately 90 curb ramps and 190 driveways, would be replaced throughout the downtown corridor.

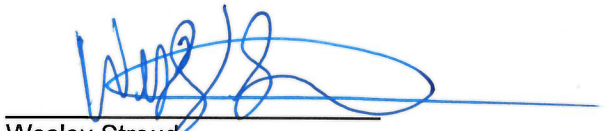
Various utilities would be replaced, relocated, and/or protected in place. Water pipelines would be replaced or protected in place, propane pipelines would be relocated or replaced, and fiber optic/telephone/electrical lines may need to be relocated at some locations. Utility covers would be adjusted to grade and light poles would be relocated. Approximately 85 stormdrain culverts (totaling approximately 7,000 lineal feet) under the roadway would be replaced, repaired, or undergo maintenance. In addition, approximately 14,000 lineal feet of stormdrain pipe and associated drainage inlets would be installed to accommodate the 10-year storm event. Actuated pedestrian signals would be installed at various crosswalks to meet current ADA standards, a closed-circuit television (CCTV) would be installed at the intersection of SR 3 and SR 263, and existing signal systems would be upgraded on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street

Other improvements include designating Class II (striped bike lanes) and Class III (shared traveled way designated by share the road signs and/or pavement markings) bikeways, marking county transit stops with painted curbs and signage, and bringing the Yreka Creek bridge rail up to standard.

Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant impact to the environment for the following reasons:

- The project would not have a significant impact on the environment.
- Individual impacts would not have a cumulatively significant impact on the environment.
- No mitigation would be required (only avoidance/minimization measures would be implemented).



Wesley Stroud
Office Chief
North Region Office of Environmental Management
California Department of Transportation

3/21/20
Date

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List of Abbreviated Terms

AB	Assembly Bill
ADA	Americans with Disabilities Act
ARB	(California) Air Resources Board
BAU	Business-as-usual
BMPs	Best management practices
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CCTV	Closed-circuit television
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	Methane
CNDDB	California National Diversity Database
CO_2	Carbon dioxide
CO	Carbon monoxide
CO-CAT	Coastal and Ocean Working Group of the California Climate Action Team
CTP	California Transportation Plan
DOT	Department of Transportation
EO	Executive Order
EPACT92	Energy Policy Act of 1992
ESA	Environmentally sensitive area
FCAA	Federal Clean Air Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
HFC-134a	1,1,1,2-tetrafluoroethane
HFC-152a	Difluoroethane
HFC-23	Fluoroform
H_2S	Hydrogen sulfide
IPCC	Intergovernmental Panel on Climate Change
I-5	Interstate 5
LCFS	Low Carbon Fuel Standard
$MMTCO_2e$	Metric tons of carbon dioxide
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
N_2O	Nitrous oxide
NCRWQCB	North Coast Regional Water Quality Control Board
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanic and Atmospheric Administration
NO_x	Nitrogen oxides
N_2O	Nitrous oxide
OPR	Office of Planning Research
OSTP	Office of Science and Technology Policy
O_3	Ozone
Pb	Lead
PPM	Parts per million

PM	Post mile or particulate matter (air quality)
ROG	Reactive organic gas
RTP	Regional Transportation Plan
SB	Senate Bill
SCAPCD	Siskiyou County Air Pollution Control District
SCS	Sustainable Communities Strategy
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SLR	Sea-level rise
SO_2	Sulfur dioxide
SO_x	Sulfur oxides
SR	State Route
STAGE	Siskiyou Transit and General Express
SWPPP	Storm Water Pollution Prevention Plan
USDOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
VOCs	Volatile organic compounds
VMT	Vehicle miles traveled

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Appendices

Chapter 1. Proposed Project

Project Title
Yreka Rehab

Lead Agency Name and Address
California Department of Transportation, District 2
Office of Environmental Management, MS-30
1657 Riverside Drive
Redding, CA 96001

Contact Person and Phone Number
Keith Pelfrey
Caltrans Senior Environmental Planner
Phone: (530) 225-2085
Email: keith.pelfrey@dot.ca.gov

Project Location
The proposed project is located in Siskiyou County on State Route (SR) 3 and SR 263, in the City of Yreka. The proposed project is located in township 45 north, range 7 west, sections 22, 27, and 34 on the United States Geological Survey's Yreka 7.5-minute quadrangle, and in township 45 north, range 7 west, and section 23 on the United States Geological Survey's Montague 7.5-minute quadrangle. Disposal sites required for the project are located in township 44 north, range 8 west, and section 11 on the United States Geological Survey's Yreka 7.5-minute quadrangle, and in township 44 north, range 7 west, and section 18 on the United States Geological Survey's Yreka 7.5-minute quadrangle. A project location map showing work locations and associated post miles is provided in Figure 1. An aerial photograph of the project area is provided in Figure 2.

Project Sponsor's Name and Address
California Department of Transportation, District 2
Office of Environmental Management
1657 Riverside Drive, MS-30
Redding, CA 96001

Purpose and Need
The California Department of Transportation (Caltrans), using state and federal funding, is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project includes the segment of State Route (SR) 3 from post mile R46.8 to R48.0 (this section of roadway has a post mile equation [L50.16 = R47.38]), Moonlit Oaks Avenue between SR 3 and Fairlane Road, and a section of SR 263 from post mile 49.1 to 49.4. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting.

The purpose of the project is to rehabilitate the existing pavement to current design standards, increase the service life of the roadway, improve rideability for motorists, provide a multi-modal facility, establish system linkage, and improve safety for pedestrians, bicyclists, and motorists. The pavement in this section of roadway has deteriorated to a condition that is considered a "Now Need". The pavement meets criteria for major rehabilitation in the Caltrans Pavement Management System (PaveM) and exhibits advanced load associated and fatigue cracking. The pavement International Roughness Index varies between 150 and 180 and is considered a fair to poor ride. Sidewalk widths vary between 2.5 feet and 6 feet, and cross slopes measure between 2 percent and 10 percent. Slopes of the gutters, ramps, and landings exceed the maximum allowable at multiple locations. In addition, there are no marked bikeways within the project limits, access to transit stops may be obstructed by parked cars, and the existing Type 9 bridge rail on the bridge (No. 02-0151) spanning Yreka Creek does not meet current standards.

Project Description

The strategy is to reconstruct the roadway's structural section to meet current design standards and Americans with Disabilities Act (ADA) standards. The roadway between Oberlin Road and Broadway would be narrowed to improve pedestrian safety. Existing paved roadway shoulders would be widened to 8 feet at various locations in the northern portion of the project area. Most sidewalks, including approximately 90 curb ramps and 190 driveways, would be replaced throughout the downtown corridor.

Various utilities would be replaced, relocated, and/or protected in place. Water pipelines would be replaced or protected in place, propane pipelines would be relocated or replaced, and fiber optic/telephone/electrical lines may need to be relocated at some locations. Utility covers would be adjusted to grade and light poles would be relocated. Approximately 85 stormdrain culverts (totaling approximately 7,000 lineal feet) under the roadway would be replaced, repaired, or undergo maintenance (Table 1). In addition, approximately 14,000 lineal feet of stormdrain pipe and associated drainage inlets would be installed to accommodate the 10-year storm event. Actuated pedestrian signals would be installed at various crosswalks to meet current ADA standards, a closed-circuit television (CCTV) would be installed at the intersection of SR 3 and SR 263, and existing signal systems would be upgraded on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street.

Other improvements include designating Class II (striped bike lanes) and Class III (shared traveled way designated by share the road signs and/or pavement markings) bikeways (Table 2), marking county transit stops with painted curbs and signage (Table 3), and bringing the Yreka Creek bridge rail up to standard. Ramps and streets would be temporarily closed during construction and traffic detours would be provided. Trees and shrubs may be removed to accommodate widening of sidewalks, culvert replacements, and development of staging areas and disposal sites. Some fences may need to be relocated to accommodate the widening of sidewalks. The project area is divided into seven structural sections. The proposed improvements within each structural section and the approach to performing work in that section are summarized in Table 4.

Table 1 Stormdrain Culverts to be Improved

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements[1]
20034704734	SR 3	L47.34	2.5	433	Joint Sealing/Repair
20034704734	SR 3	L47.34	2.5	229	Joint Sealing/Repair
20034704734	SR 3	L47.34	2	142	Joint Sealing/Repair
20034704734	SR 3	L47.34	1.5	5	Replace
20034704734	SR 3	L47.34	2.5	135	Replace
20034704734	SR 3	L47.34	2.5	191	Replace
20034704734	SR 3	L47.34	2.5	5	Replace
20034704734	SR 3	L47.34	2.5	229	Replace
20034704734	SR 3	L47.34	2.5	230	Invert Repair
20034704734	SR 3	L47.34	2.5	207	Invert Repair
20034704734	SR 3	L47.34	2.5	87	Invert Repair
20034704734	SR 3	L47.34	1.5	30	Invert Repair
20030104744	SR 3	L47.44	2	98	Flush Sediment
20034704750	SR 3	L47.50	2	19	Invert Repair
20034704750	SR 3	L47.50	2	230	Invert Repair
20034704750	SR 3	L47.50	2	321	Invert Repair
20034704750	SR 3	L47.50	2	92	Invert Repair
20034704750	SR 3	L47.50	2	52	Invert Repair
20030104753	SR 3	L47.53	2	54	Replace
20030104753	SR 3	L47.53	2	53	Replace
20034104758	SR 3	L47.58	1.5	70	Flush Sediment
20034704770	SR 3	L47.70	2	80	Invert Repair
20034704770	SR 3	L47.70	2	48	Invert Repair
20034704770	SR 3	L47.70	2	83	Invert Repair
20030104777	SR 3	L47.77	2	186	Flush Sediment
20034704816	SR 3	L48.16	2	270	Replace
20034704816	SR 3	L48.16	2	472	Replace
20034704841	SR 3	L48.41	2		Replace
20034704841	SR 3	L48.41	2.5 x 1.5 Elliptical	64	Replace
20034704854	SR 3	L48.54	4.3 x 2.5 Box	50	Concrete Repair
20034704854	SR 3	L48.54	4.3 x 2.5 Box	7	Concrete Repair
20034704854	SR 3	L48.54	2		Replace
20034704872	SR 3	L48.72	2	220	Replace
20034704872	SR 3	L48.72	1.5	123	Replace
20034704872	SR 3	L48.72	1.5	67	Replace
20034704872	SR 3	L48.72	2	7	Replace
20034704883	SR 3	L48.83	1		Replace
20034704903	SR 3	L49.03	1.5		Replace
20034704905	SR 3	L49.05	1	164	Flush Sediment

Table 1 Stormdrain Culverts to be Improved

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements[1]
20034704910	SR 3	L49.10	1.5		Culvert Barrel Lining
20034704910	SR 3	L49.10	1.5	45	Replace
20034704910	SR 3	L49.10	1.5	20	Replace
20034704910	SR 3	L49.10	1.5	60	Replace
20034704921	SR 3	L49.21	1.8	186	Replace
20034704921	SR 3	L49.21	1.5	32	Replace
20034704921	SR 3	L49.21	1.5	6	Replace
20034704921	SR 3	L49.21	1	9	Replace
20034704925	SR 3	L49.25	1.5	235	Replace
20034704925	SR 3	L49.25	1.5	50	Replace
20034704925	SR 3	L49.25	1.5	13	Replace
20034704925	SR 3	L49.25	1.5	57	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704925	SR 3	L49.25	1.5	27	Replace
20034704925	SR 3	L49.25	1.5	16	Replace
20034704941	SR 3	L49.41	1.5	25	Replace
20034704941	SR 3	L49.41	1.5		Replace
20034704941	SR 3	L49.41	1.5	15	Replace
20034704941	SR 3	L49.41	1.5	98	Replace
20034704941	SR 3	L49.41	1.5	24	Replace
20034704950	SR 3	L49.50	1.4		Replace
20034704950	SR 3	L49.50	0.7	23	Replace
20034704950	SR 3	L49.50	1.5	54	Replace
20034704956	SR 3	L49.56	1.5	45	Replace
20034704956	SR 3	L49.56	1.5	7	Flush Sediment
20034704956	SR 3	L49.56	1.5	6	Flush Sediment
20034704956	SR 3	L49.56	1.5	9	Flush Sediment
20034704956	SR 3	L49.56	1.5	28	Flush Sediment
20034704965	SR 3	L49.65	7 x 3.5 Box	6	Debris Removal
20034704965	SR 3	L49.65	7 x 3 Box	76	Debris Removal
20034704965	SR 3	L49.65	8 x 3 Box	6	Debris Removal
20034704872	SR 3	L48.72	Unknown		Flush Sediment
20034704976	SR 3	L49.76	2 x 1 Elliptical	83	Replace
20034704976	SR 3	L49.76	1	63	Replace
20034704976	SR 3	L49.76	0.2 x 1	9	Replace
20034704976	SR 3	L49.76	1	58	Replace
20034704976	SR 3	L49.76	1	7	Replace
20034704976	SR 3	L49.76	1.5	228	Replace
20034704976	SR 3	L49.76	2	40	Replace a Section
20034704976	SR 3	L49.76	1	164	Flush Sediment

Table 1 Stormdrain Culverts to be Improved

System Number	Route	Post Mile	Existing Diameter (Feet)	Existing Length (Feet)	Proposed Improvements[1]
22634004910	SR 263	49.10	2	133	Flush Sediment
22634004910	SR 263	49.10	2	73	Flush Sediment
22634004910	SR 263	49.10	3	64	Invert Repair
22634004910	SR 263	49.10	3	170	Replace
22634004918	SR 263	49.18	2	10	Replace
22634004918	SR 263	49.18	2	76	Flush Sediment

[1] Stormdrain culverts identified for repair or maintenance may be replaced with a new culvert if extensive deterioration is evident; this would be determined by the contractor during construction.

Table 2 Locations of Proposed Bikeways

Route	Section	Proposed Bikeway	City of Yreka Goal	Meets City's Needs?
3	PM R46.8 (begin project) to Broadway Connection	Class II	Class III	Yes
3	Broadway Connection to SR 3/SR 263 Junction	Class III	Class III	Yes
3	SR 3/SR 263 Junction to PM 48.0 (end project)	Class II	Class III	Yes
263	SR 3/SR 263 Junction to PM 49.41 (end project)	Class II	Class II	Yes

Table 3 Existing and Proposed Transit Stops

Northbound/ Southbound	Location		Proposed/ Existing
	General	Description	
Northbound	Mt. Shasta Title	Between Bruce Street and Lawrence Street	Proposed
Northbound	Siskiyou County Human Services	Between Turre Street and Yreka Street	Proposed
Northbound	Pacific Power	At Lane Street	Proposed
Northbound	Yreka Motel	Between Yama Street and E Howard Street	Proposed
Northbound	Grocery Outlet	Between SR 263 and Yreka Creek Bridge	Existing
Southbound	J&D Diner	Between W Blake Street and Tebbe Street	Existing
Southbound	Car Quest	Between Yama Street and W Howard Street	Proposed
Southbound	Shop Smart (now vacant)	Between Turre Street and Yreka Street	Proposed
Southbound	Child Support Services	South of Lawrence Lane	Proposed

Table 4 Structural Sections: Proposed Improvements and Work Strategy

Section	County-Route-Post Mile Range	Location Description	Proposed Improvements	Work Strategy	
				Day/Night Work	Road/Sidewalk/Intersection/ Ramp Closures
1	SIS-3-R46.8 to L47.3	Beginning of project to Moonlit Oaks Avenue, on Moonlit Oaks Avenue from SR 3 to Fairlane Road, and the I-5 on/off ramps at Moonlit Oaks Avenue	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Upgrade signal systems	Day and night work	Half-width construction of road and sidewalks Two 55-hour closures (half-width construction) at the SR 3/Moonlit Oaks intersection One 55-hour closure at the Moonlit Oaks/I-5 southbound on/off ramps One 55-hour closure at the north half of the Moonlit Oaks/I-5 northbound onramp
2	SIS-3-L47.3 to L48.2	On SR 3 from Moonlit Oaks Avenue to Oberlin Road	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Upgrade signal systems	Day and night work	Half-width construction of road and sidewalks Two 55-hour closures (half-width construction) at the SR 3/Oberlin Road intersection
3	SIS-3-L48.2 to L48.9	On SR 3 from Oberlin Road to Broadway Connection	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Roadway narrowing/traffic calming Bike lanes Marking STAGE transit stops Actuated pedestrian signals	Day and night work	Half-width construction of road and sidewalks
4	SIS-3-L48.9 to SIS-3-L49.9	On SR 3 from Broadway Connection to SR 263 intersection	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops Upgrade signal systems Install CCTV	Day work	Half-width construction of road and sidewalks
5	SIS-3-L49.9 to L50.0 & SIS-263-49.1 to 49.4	On SR 3 from SR 263 intersection to begin bridge at Yreka Creek and on SR 263 from SR 3 intersection to the end of the project (SR 263)	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes Marking STAGE transit stops	Day and night work	Half-width construction of road and sidewalks

Table 4 Structural Sections: Proposed Improvements and Work Strategy

Section	County-Route-Post Mile Range	Location Description	Proposed Improvements	Work Strategy	
				Day/Night Work	Road/Sidewalk/Intersection/ Ramp Closures
6	SIS-3-L50.0 to R47.6	On SR 3 from end of bridge at Yreka Creek to the unnamed intersection near Holiday Inn, and the I-5 on/off ramps at SR 3	Utilities/stormdrains Driveways with rapid-set concrete Concrete pavement roadway Bike lanes	Day and night work	Half-width construction of road and sidewalks One 55-hour full closure at the I-5 southbound offramp Two 55-hour closures (half width construction) or one 55-hour full closure at the I-5 northbound and southbound onramps Two 55-hour closures (half width construction) or one 55-hour full closure at the northbound I-5 offramp
7	SIS-3-R47.6 to R48.0	On SR 3 from the unnamed intersection near Holiday Inn to the end of project (SR 3)	Utilities/stormdrains Driveways with rapid-set concrete Hot-mix asphalt roadway Bike lanes	Day work	Half-width construction of road

Borrow and Disposal Sites

No borrow sites would be utilized. Construction of the project would generate approximately 40,000 cubic yards of asphalt grindings and other waste. Grindings and other construction debris would become property of the contractor and may be reused onsite and/or disposed of at two disposal sites located within Caltrans' right-of-way along SR 3 approximately 3 miles southwest of Yreka. The 1.1-acre site at post mile 43.8 is located along the east side of the roadway and can accommodate approximately 31,500 cubic yards of material; the 1.1-acre site at post mile 41.0/41.5 is located along the west side of the roadway and can accommodate approximately 25,000 cubic yards of material. Both sites have not previously been utilized as a disposal site, therefore tree and shrub removal would be necessary to develop the sites for disposal purposes.

Staging/Stockpiling

Staging/stockpiling would occur at three locations: a field west of the Raley's shopping center, a graveled turnout northwest of the intersection at Deer Creek Way, and on a City-owned parcel southeast of the intersection of 4H Way and Campus Drive. Concrete utilized during paving would be obtained from a temporary mobile concrete batch plant or from a local commercial supplier. If needed, the temporary mobile cement batch plant would be located at either the Caltrans maintenance yard in Yreka, between Interstate 5 and the northbound offramp at the intersection with SR 3, or between Interstate 5 and the northbound onramp at the intersection with County Road A12 near Grenada.

Right-of-Way

The proposed work would occur within and outside Caltrans' right-of-way. Work on federal land would be limited to one location—the entrance at the Forest Service warehouse facility, which is located outside Caltrans' right-of-way. Work at this location may require a Letter of Concurrence or a Special Use Permit from the Forest Service. Construction of the project would require temporary construction easements on 153 properties, of which, 96 would also require partial acquisition of right-of-way. Approximately 1.5 acres of right-of-way would be permanently acquired. The staging/stockpiling areas are located outside of Caltrans' right-of-way and would require temporary construction easements. The locations where the mobile concrete batch plant may be sited are within Caltrans' right-of-way.

Schedule

Approximately 360 working days would be needed to complete the work, which is scheduled from April 1, 2022 through November 1, 2024. A site plan is provided in Appendix A.

Project Alternatives

Two project alternatives, one of which is a No-Build Alternative, were developed as potential solutions to address the purpose and need for the proposed project. Alternative 1, the Build Alternative, is the preferred alternative as it meets the project purpose and need. Alternative 2, the No-Build Alternative, was rejected because it does not meet the project purpose and need. Without the proposed improvements, assets in fair to poor condition would continue to deteriorate and would not provide a traversable corridor to all types of transportation users.

Permits and Approvals

Proposed work activities would not require permits from the California Department of Fish and Wildlife and Army Corps of Engineers. A Categorical Waiver of Waste Discharge Requirements would be obtained from the North Coast Regional Water Quality Control Board (NCRWQCB) for work occurring over drainages. In addition, a Notice of Intent would be filed to obtain coverage under the NPDES General Construction Permit (the permit regulates the discharge of storm water runoff from construction sites). The potential use of a temporary mobile concrete batch plant would require the contractor to obtain an Authority to Construct and a Permit to Operate from the Siskiyou County Air Pollution Control District (SCAPCD). Work occurring at the entrance to the Forest Service warehouse facility may require a Letter of Concurrence or Special Use Permit from the Forest Service. Permits required for the project are summarized in Table 5.

Public Review

A public meeting was held on February 19, 2020, in Yreka to inform the local community about the proposed project and to receive comments. In addition, the draft Initial Study was circulated for public review from February 14, 2020, to March 14, 2020. Comments received during the public review period and responses to comments are included in Appendix B.

Table 5 Permit Requirements

Agency	Permit Type
NCRWQCB	Clean Water Act Section 401 Categorical Waiver of Waste Discharge Requirements A Notice of Intent would be filed to obtain coverage under the NPDES General Construction Permit. A storm water pollution prevention plan (SWPPP) would be prepared in accordance with Caltrans Standard Specifications for Water Pollution Control (California Department of Transportation 2018a)
SCAPCD	Authority to Construct and a Permit to Operate
US Forest Service	Letter of Concurrence or Special Use Permit

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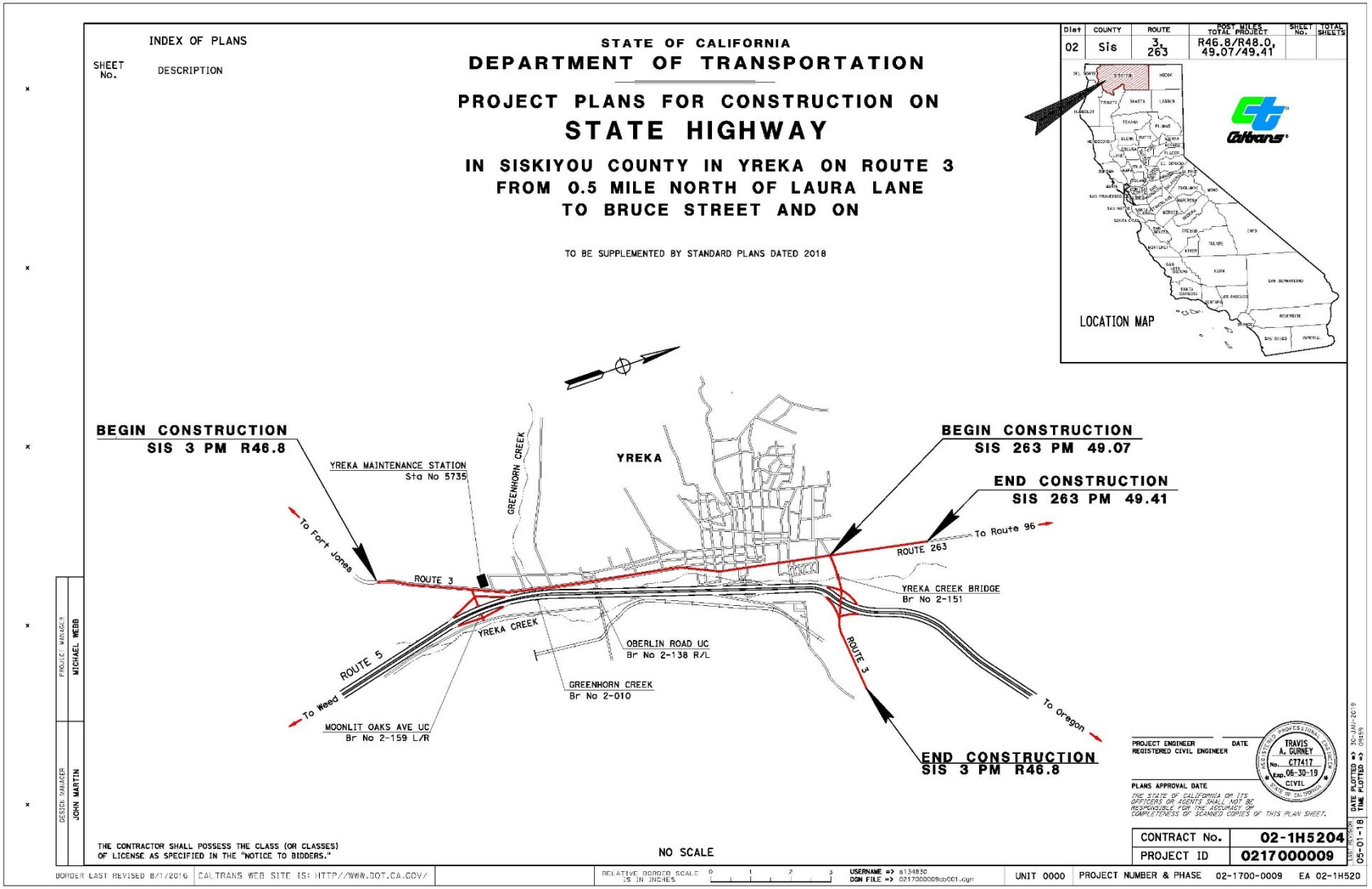

Figure 1
Project Location Map

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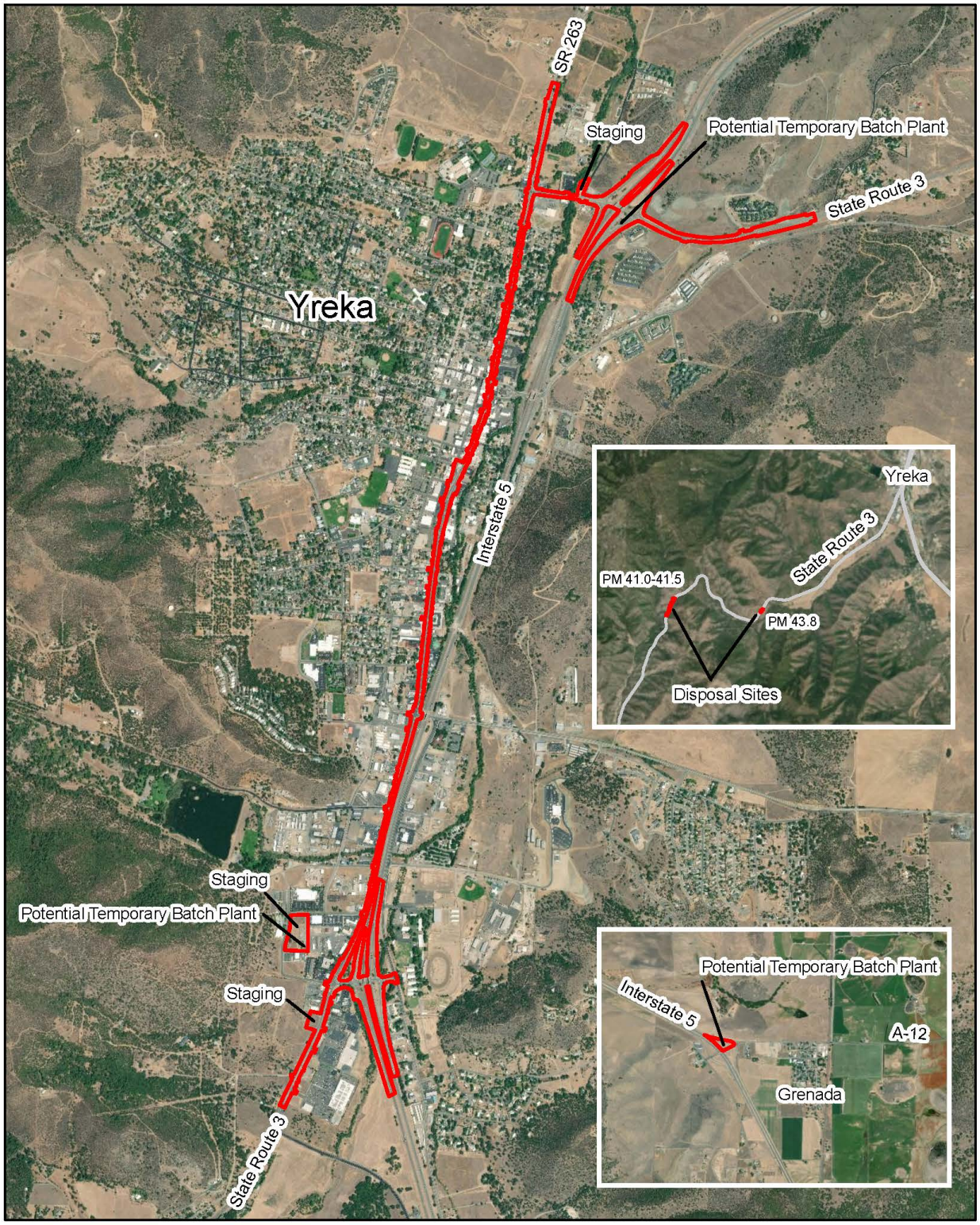

Figure 2
Project Area

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology/Soils	☒	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☒	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☒	Public Services
☒	Recreation	☒	Transportation	☐	Tribal Cultural Resources
☒	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	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.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" 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 ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	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.

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Chapter 2. CEQA Environmental Checklist

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 either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) Scenic vistas are expansive views of highly valued landscapes from publicly accessible viewpoints. The proposed project would not have a substantial adverse effect on any scenic vistas. Therefore, there would be no impact.

b) Roadways within the project area are not designated as scenic highways (California Department of Transportation 2011). Therefore, there would be no impact.

c) The proposed project is located in an urban setting and would comply with all applicable zoning and other regulations governing scenic quality. Once constructed, the project would improve the overall appearance of the roadway and sidewalks throughout the project area. Therefore, there would be no impact.

d) The proposed project includes installation of actuated pedestrian signals at various crosswalks to meet current ADA standards and upgrading existing signal systems on SR 3 at the intersection with Moonlit Oaks Avenue, Oberlin Road, and Miner Street. However, the proposed project does not include the use of new lighting or highly reflective surfaces, which could potentially adversely affect daytime and/or nighttime views in the area. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on aesthetics.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) There is no prime farmland, unique farmland, or farmland of statewide importance in the project area (California Department of Conservation 2019a). Therefore, there would be no impact.

b-c) There are no properties within the project area that are enrolled under a Williamson Contract. The nearest property enrolled under a Williamson Act contract is approximately one mile east of the project (California Department of Conservation 2019b). However, the property is well outside of the project area and would not be affected by the proposed project. There are no timberlands within the City of Yreka (City of Yreka 2003). The proposed project would not conflict with existing zoning for agricultural use or conflict with existing zoning for, or cause rezoning or, forest land, timberland or timberland zoned *Timberland Production*. Therefore, there would be no impact.

d) The proposed project would not result in the loss of forest land or convert forest land to a non-forest use. Therefore, there would be no impact.

e) The proposed project would not 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. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on agriculture and forest resources.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

See Section 3.1: Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

See Section 3.2: Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

See Section 3.3: Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) Once constructed, the project may contribute to roadway improvement that would improve the fuel economy of vehicles. Construction-related energy consumption would be temporary and is unlikely to increase direct energy consumption through increased fuel usage. Therefore, the proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

b) The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on energy resources.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

See Section 3.4: Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

See Section 3.5: Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a-b) The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it 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. The proposed project is located within a primarily urban environment existing hazardous wastes/substances may be present in the project area. In addition, hazardous wastes/toxic substances could be released during construction as a result of spills and/or leaks. Any spills and/or leaks during construction would be cleaned promptly. Grindings associated with removal of yellow and white traffic striping would be removed and disposed of in accordance with Caltrans SSP 36-4. Any treated wood sign posts that would be removed would be disposed of in accordance with Caltrans SSP 14-11.14. Prior to initiating ground-disturbing activities and bridge work, a site investigation for aerially deposited lead and asbestos would be conducted to determine whether hazardous soils/asbestos are present and what actions, if any, would be required. If hazardous materials are present and remediation is required, Caltrans would coordinate with the California Environmental Protection Agency to provide oversight. Therefore, it is expected that there would be no impact.

c) Several schools are located within a 1/4-mile radius of the proposed project. However, the proposed project would not generate hazardous emissions or handle hazardous or acutely hazardous materials or substances. Therefore, there would be no impact.

d) No Cortese sites (sites which are known to contain hazardous wastes or substances) have been identified within the project area (California Department of Transportation 2019a). Therefore, there would be no impact.

e) The proposed project is not located within two miles of a public airport (the nearest public airport is the Montague-Yreka Airport, located 3.5 miles to the east in the community of Montague). Airport operations would not expose construction workers to a safety hazard or excessive noise. Therefore, there would be no impact.

f) The proposed project would not impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. During construction, alternate evacuation and emergency response routes would be available if needed and controlled traffic would be allowed to transit around work areas. Therefore, there would be no impact.

g) The proposed project does not expose people or structures to additional risk of loss, injury, or death as a result of wildfire by using the existing highway. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on hazards and hazardous materials.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

See Section 3.6: Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) The proposed project is located within the City of Yreka. However, construction of the project would not physically divide an established community. Therefore, there would be no impact.

b) Review of the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003) found that existing land use designations within and adjacent to the project area include a mix of General Commercial (GC), Open Space (O), Historic Downtown (HD), Industrial (I), and High Density Residential (HDR). The proposed project would not affect existing land uses nor would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, and/or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on land use and planning.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a-b) A mineral resource is land on which deposits of commercially viable minerals or aggregate deposits exist. The *Siskiyou County General Plan* (Siskiyou County 2019) and the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003) do not identify any specific areas of mineral resources to be protected. Because the proposed project would not result in a change in land use patterns, there would be no loss of availability of a known mineral resource of economic value. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on mineral resources.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

See Section 3.7: Noise

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) The proposed project would not induce population growth, either directly or indirectly. Therefore, there would be no impact.

b) The proposed project would not displace any existing housing or people, necessitating the construction of replacement housing elsewhere. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact on population and housing.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

XV. PUBLIC SERVICES:

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

Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐

See Section 3.8: Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) 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?	☐	☐	☒	☐

See Section 3.9: Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

See Section 3.10: Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

a-b) Assembly Bill (AB) 52 (Chapter 532, California Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA review process and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code 21084.2). Caltrans contacted the following tribes to inform them of the project and request their participation: Shasta Indian Nation, Karuk Tribe, Quartz Valley Indian Community, Klamath Tribe, and Shasta Nation. Currently, there are no tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, or determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 within the project area.

Given the above findings, the proposed project would have no impact on tribal cultural resources.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

See Section 3.11: Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) The proposed project does not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, there would be no impact.

b) The proposed project does not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, there would be no impact.

c) The proposed project does not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment. Therefore, there would be no impact.

d) The proposed project does not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, there would be no impact.

Given the above findings, the proposed project would have no impact with regard to wildfire risk.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐

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Chapter 3. Discussion of Environmental Impacts

3.1 Air Quality

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM10) and particles of 2.5 micrometers and smaller (PM2.5)—and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (PB), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition. Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel "Conformity" requirement under the FCAA also applies.

Conformity

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM10 and PM2.5), and in some areas (although not in California), sulfur dioxide (SO_2). California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for

lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope[1] that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

The project is located in far northern California. The climate in the project vicinity is characterized by warm summers and wet winters with occasional snowfall. The average annual precipitation recorded in Yreka between 1893 and 2016 is 18.52 inches (Western Regional Climate Center 2019). Wind direction and strength varies seasonally in the project vicinity. In spring, prevailing winds are generally from the northwest. In winter, Pacific storms moving westward across northern California bring strong winds to the area. Inversion layers, which are common in winter, occur when a layer of warm air overlies a layer of dense cold air and prevents atmospheric mixing. If the trapped cold air contains large quantities of pollutants, air quality can be substantially impaired.

The project is located in the Northeast Plateau Air Basin and is within the jurisdiction of the SCAPCD and the ARB. The SCAPCD is the primary agency responsible for preparing the Air Quality Management Plan in cooperation with local governments and the private sector. The Air Quality Management Plan provides the framework for meeting state and federal ambient air quality standards.

The project is located in an attainment/unclassified area for all current NAAQS. Therefore, conformity requirements do not apply. Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)). With regard to state air quality standards, the project is located in an attainment or unclassified area for all

[1] "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.

criteria pollutants. The project area attainment status of state and federal criterial air pollutants is shown in Table 6.

Table 6 State and Federal Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State[1] Standard	Federal[2] Standard	Principal Health and Atmospheric Effects	Typical Sources	State Project Area Attainment Status	Federal Project Area Attainment Status
Ozone (O_3)[3]	1 hour	0.09 ppm[4]	---	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NO_x) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.	Attainment	---
	8 hours	0.070 ppm	0.070 ppm (4^{th} highest in 3 years)			Attainment	Unclassified/ Attainment
Carbon Monoxide (CO)[5]	1 hour	20 ppm	35 ppm	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.	Unclassified	Unclassified/ Attainment
	8 hours	9.0 ppm	9 ppm			Unclassified	Unclassified/ Attainment
	8 hours (Lake Tahoe)	6 ppm	---			Unclassified	---
Respirable Particulate Matter (PM10)[6]	24 hours	50 µg/m^3 [7]	150 µg/m^3 (expected number of days above standard < or equal to 1)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic & other aerosol and solid compounds are part of PM10.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.	Attainment	Unclassified
	Annual	20 µg/m^3	--- [7]			Attainment	---
Fine Particulate Matter (PM2.5)[8]	24 hours	---	35 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and	Combustion including motor vehicles, other mobile sources, and industrial activities;	---	
	Annual	12 µg/m^3	12.0 µg/m^3			Attainment	Unclassified/ Attainment

				produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM2.5 size range. Many toxic & other aerosol and solid compounds are part of PM2.5.	residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO_x, sulfur oxides (SO_x), ammonia, and ROG.		
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	0.100 ppm[9]	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NO_x" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.	Attainment	Unclassified/ Attainment
	Annual	0.030 ppm	0.053 ppm			Attainment	Unclassified/ Attainment
Sulfur Dioxide (SO_2)[10]	1 hour	0.25 ppm	0.075 ppm (99th percentile over 3 years)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.	Attainment	Unclassified/ Attainment
	3 hours	---	0.5 ppm[11]			---	Unclassified/ Attainment
	24 hours	0.04 ppm	0.14 ppm (for certain areas)			Attainment	Unclassified/ Attainment
	Annual	---	0.030 ppm (for certain areas)			---	Unclassified/ Attainment
Lead (Pb)[12]	Monthly	1.5 µg/m^3	---	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.	Attainment	---
	Calendar Quarter	---	1.5 µg/m^3 (for certain areas)			---	Unclassified/ Attainment
	Rolling 3-month average	---	0.15 µg/m^3 [13]			---	Unclassified/ Attainment
Sulfates	24 hours	25 µg/m^3	---	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.	Attainment	N/A
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	---	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like	Unclassified	N/A

					volcanic areas and hot springs.		
Visibility Reducing Particles (VRP)[14]	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70%	---	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.	Unclassified	N/A
Vinyl Chloride[12]	24 hours	0.01 ppm	---	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes	Not indicated on the California ARB website	N/A

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] Federal standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S.EPA for further clarification and current national policies.

[3] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. Transportation conformity applies in newly designated nonattainment areas for the 2015 national 8-hour ozone primary and secondary standards on and after August 4th, 2019 (see Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas).

[4] ppm = parts per million

[5] Transportation conformity requirements for CO no longer apply after June 1, 2018 for the following California Carbon Monoxide Maintenance Areas (see U.S. EPA CO Maintenance Letter).

[6] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[7] $\mu g/m^3$ = micrograms per cubic meter

[8] The 65 $\mu g/m^3$ PM2.5 (24-hr) NAAQS was not revoked when the 35 $\mu g/m^3$ NAAQS was promulgated in 2006. The 15 $\mu g/m^3$ annual PM2.5 standard was not revoked when the 12 $\mu g/m^3$ standard was promulgated in 2012. Therefore, for areas designated nonattainment or nonattainment/maintenance for the 1997 and or 2006 PM2.5 NAAQS, conformity requirements still apply until the NAAQS are fully revoked.

[9] Final 1-hour NO_2 NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause re-designation to nonattainment in some areas after 2016.

[10] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect

until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[11] Secondary standard, the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.

[12] The ARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM10 and, in larger proportion, PM2.5. Both the ARB and U.S. EPA have identified lead and various organic compounds that are precursors to ozone and PM2.5 as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.

[13] Lead NAAQS are not considered in Transportation Conformity analysis.

[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

In air quality studies, sensitive receptors are hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Numerous sensitive receptors are present within a 1/4-mile radius of the project area. These include homes, schools (Yreka Adventist Christian School, Golden Eagle Charter School, Mattole Valley Charter School, Evergreen Elementary School, Jackson Street Elementary School, Gold Street Elementary School, Siskiyou County Special Education School, Yreka High School, Yreka Union High Community Day School, and College of the Siskiyous), hospitals (Fairchild Medical Center), elderly housing and convalescent facilities (Meadowlark Siskiyou Springs Senior Living Community, Sierra Vista Retirement Complex, Yreka Guest Home and Madrone Hospice, Inc.), and a daycare facility (Shasta Head Start Child Development).

Environmental Consequences

The air quality analysis report prepared for the project concluded that because the project is not a capacity-increasing project, no long-term impacts on air quality resulting from operation of the project would occur (California Department of Transportation 2019b). However, during construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, operation of a mobile concrete batch plant, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly-emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involves clearing, cut-and-fill activities, grading, removing or improving existing roadways, building bridges, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM10, PM2.5, and small amounts of CO, SO_2, NO_x, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site, trucks carrying uncovered loads of soils, and operation of mobile concrete batch plant during the paving phase of construction. Unless properly controlled, vehicles leaving the site could deposit

mud on local streets, which could be an added source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the United States Environmental Protection Agency (U.S. EPA) to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. The Department's Standard Specifications (Section 14) on dust minimization require use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction.

In addition to dust-related PM10 emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs and some soot particulate (PM10 and PM2.5) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur), so SO_2-related issues due to diesel exhaust will be minimal.

Some phases of construction, particularly asphalt paving, may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases.

Avoidance/Minimization Measures
The following standardized dust and pollutant measures identified in the air quality analysis report (California Department of Transportation 2019b), some of which may also be required for other purposes such as storm water pollution control, shall be implemented to minimize any air quality impacts resulting from construction activities:

- The construction contractor shall comply with the 2018 Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the Siskiyou County Air Pollution Control District regulations and local ordinances (the contractor would obtain an Authority to Construct and a Permit to Operate from the Siskiyou County Air Pollution Control District for operation of the mobile concrete batch plant).

- Water or a dust palliative shall be applied to the site and equipment as often as necessary to control fugitive dust emissions.

- Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.

- A dust control plan shall be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

- Equipment and materials storage sites shall be located as far away from residential uses as practicable. Construction areas shall be kept clean and orderly.

- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, shall be used.

- All transported loads of soils and wet materials shall be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) shall be provided to minimize emission of dust during transportation.

- Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be promptly and regularly removed to reduce PM emissions.

- To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

CEQA Conclusion

Once built, the project would not conflict with or obstruct implementation of an applicable air quality management plan, result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions (such as those leading to odors) that could adversely affect a substantial number of people. During construction, the project could result in short-term elevated levels of criteria pollutants and odors. However, with implementation of avoidance/minimization measures for dust and pollutant control during construction, compliance with the conditions of the permit issued by the Siskiyou County Air Pollution Control District, and rapid dissipation of any odors, the project would have a less than significant impact on air quality.

3.2 Biological Resources

Biological resources-related literature and record searches addressing the project area included review of numerous databases, lists, and maps, as well as visits to and/or contacts with relevant agencies (California Department of Transportation 2019d). Biological field surveys were conducted in 2018 and 2019 to evaluate the existing environment, gather information on the presence of special-status species, and determine project level impacts with regard to biological resources. Results and findings based on the above literature searches, surveys, and analyses are presented below.

Habitats and Natural Communities of Concern

The majority of the project area within the City of Yreka is characterized by paved surfaces (e.g., roadway and sidewalks). Outside of town, the project area includes a combination of paved surfaces and graveled shoulders. Staging/stockpiling areas consist of previously disturbed areas that are either graveled, paved, support a ground cover of annual grasses, or landscaped with gravel/bark/ornamental shrubs. The disposal sites are disturbed areas that

support a sparse covering of young conifers. Aquatic habitat within the project area is limited to the section of Yreka Creek that is spanned by SR 3 (numerous stormdrain culverts are within the City of Yreka, but these are not considered to be riverine habitat because they convey stormwater/urban runoff). Riparian woodland is present along the section of Yreka Creek that is spanned by SR 3. Riverine and riparian habitats are considered habitats of special concern and regulated under federal and state laws. A description of the onsite riverine and riparian habitats is provided below, along with estimated impacts to the habitat, and identification of avoidance/minimization measures and compensatory mitigation that may be warranted. No wetlands or natural communities of concern are present within the project area.

Riverine Habitat

Riverine habitat within the project area is limited to section of Yreka Creek that is spanned by SR 3. Yreka Creek is a perennial stream that is sustained in the summer by releases from Greenhorn Reservoir and urban runoff. Within the project area, the stream channel is relatively narrow and water depths are shallow. The stream provides rearing habitat for fish, turtles, amphibians, and a variety of aquatic invertebrates. No riverine habitat would be permanently or temporarily impacted by the proposed project and no avoidance/minimization/mitigation measures are warranted. Therefore, there would be no impact.

Riparian Habitat

Riparian habitat within the project area is limited to along the banks of Yreka Creek. The riparian woodland has a well-developed canopy layer composed predominantly of mature cottonwoods, locust, and willows. The shrub layer is sparse, and where present, is dominated by blackberry. The ground layer includes various species of annual grasses. Overall, the riparian woodland provides high quality habitat to various wildlife species and shades Yreka Creek. Although no work is proposed within riparian habitat along Yreka Creek, work would occur in close proximity. Implementation of the following measure to ensure that no riparian habitat is impacted by incidental encroachment from construction workers, there would be no impact on riparian habitat.

- To ensure that no riparian habitat is impacted along Yreka Creek in the vicinity of the SR 3 bridge and the potential staging area along Deer Creek Way, temporary ESA fencing shall be installed around riparian areas to be avoided for the duration of work occurring in the vicinity of the bridge and while the turnout along Deer Creek Way is used for staging. The temporary ESA fencing shall be installed around environmentally sensitive areas as delineated on the project plans.

Wetlands

No state or federally protected wetlands are present within the project area and no avoidance/minimization/mitigation measures are warranted. Therefore, there would be no impact.

Permits

Waters and riparian habitat identified within the project area are protected by state laws and regulations and Sections 401 and 404 of the federal Clean Water Act. Work is proposed within numerous stormdrains within the project area. However, because none of the stormdrains are jurisdictional and no riparian vegetation would be removed, the project would not require a permit from the Army Corps of Engineers, Water Quality Certification from the NCRWQCB, or a Streambed Alteration Agreement from the California Department of Fish and Wildlife. A Categorical Waiver of Waste Discharge Requirements would be obtained from the NCRWQCB

for work occurring over drainages. In addition, a Notice of Intent would be filed to obtain coverage under the NPDES General Construction Permit.

Special-Status Plant Species

One special-status plant species, Yreka phlox, has the potential to occur within and/or adjacent to the project area. The following discussion addresses special-status plant species known to be present within and/or adjacent to the project area, as determined by the literature review and completion of field surveys, and includes a detailed description of the species' life history and habitat requirements, an evaluation of the potential for the species to be affected by the proposed work, and identification of avoidance/minimization measures that may be warranted.

Yreka Phlox

Yreka phlox, a federal and state Endangered species and a California Rare Plant Rank 1B.2 species, is perennial vascular plant that blooms from April to June on serpentinite and talus habitats within lower and upper montane coniferous forest. Yreka phlox is known to occur only in the vicinity of Yreka. Review of the California Department of Fish and Wildlife's California Natural Diversity Data Base (CNDDB) records found that Yreka phlox has been previously reported approximately 200 feet north of the project area near the project's terminus on SR 3 (Montague Road) east of Interstate 5. In addition, the CNDDB has mapped a population of Yreka phlox to encompass the entirety of the disposal site at post mile 43.8. Field surveys confirmed the presence of Yreka phlox at the disposal site at post mile 43.8. To avoid directly impacting Yreka phlox plants, the limits of the disposal site were modified to exclude the population of Yreka phlox plants. To avoid indirectly affecting Yreka phlox plants at this location, the following avoidance measures shall be implemented:

- Yreka phlox plant population shall be delineated on the plans for the Trinity 3 Forest Grade Disposal Site at PM 43.80. The delineated areas shall be marked as Environmentally Sensitive Areas on the plans. The fill limits of the designated disposal site shall be clearly shown. Large boulders shall be placed on both ends of the disposal to mark the beginning and end of fill. The fill shall remain at least 3 to 4 feet from the edge of the old road alignment. The designated limits of the disposal site shall remain throughout the duration of use. Soil shall be stabilized to prevent erosion downslope of the fill. Erosion control treatments shall occur by October 15 for any new materials added that year. New fill shall be graded to provide sheet flow to the south side of the site. Final slopes shall be seeded with native seed mix.

The Yreka phlox population north of Montague Road would not be directly or indirectly impacted by construction activities. With implementation of the proposed avoidance measures to protect Yreka phlox plants at the disposal site at post mile 43.80, the proposed project would have no impact on the Yreka phlox.

Special-Status Animal Species

The following special-status animal species have the potential to occur within and/or adjacent to the project area: fisher–West Coast Distinct Population Segment (state Species of Special Concern), ringtail (state Fully Protected), pallid bat (state Species of Special Concern), Townsend's big-eared bat (state Species of Special Concern), loggerhead shrike (state Species of Special Concern), northern spotted owl (federal and state Threatened), northwestern pond turtle (state Species of Special Concern), foothill yellow-legged frog (state Species of Special Concern), southern Oregon/northern California coho salmon (federal and state Threatened), crotch bumble bee (federal Candidate–Endangered), Franklin's bumble bee (federal Candidate–Endangered), and western bumble bee (federal Candidate–Endangered). However, none of

these species would be directly or indirectly affected by the proposed work and no avoidance/minimization measures are warranted. Therefore, there would be no impact to special-status animal species (including designated critical habitat for federally listed species and essential fish habitat for salmon).

Nesting Migratory Birds

A variety of migratory bird species could potentially nest in vegetation within and/or adjacent to the project area. If present, nesting birds could be directly and indirectly affected by the proposed work. Potential direct effects on nesting birds could include mortality resulting from destruction of nests during vegetation removal. Potential indirect effects on nesting birds could include disruption of feeding patterns or nest abandonment due to construction related noise. With implementation of the following measure, vegetation removal and construction activities would have no direct or indirect effects on nesting birds.

- To avoid disturbing nesting birds, tree and shrub removal shall be restricted to the period between October 1 and January 31. If this is not practicable, a contractor-supplied biologist shall conduct a preconstruction survey for nesting birds within 3 days prior to removing trees and shrubs. If an active nest is discovered, the resident engineer shall be notified immediately and all work within 100 feet of the nest shall cease. Work within the buffer zone may proceed only after a contractor-supplied biologist has determined that the nest is no longer active.

Invasive Species

Based on review of the list of invasive plant species maintained by the Cal-IPC (2019), the following plant species observed within and adjacent to the project area during field surveys are invasive in California: yellow star-thistle and woolly mullein. According to the California Department of Food and Agriculture (2019), yellow star-thistle is designated as a noxious weed, but woolly mullein is not. Noxious weeds are considered widespread in California and subject to regulations to stop their spread. Implementation of the following avoidance/minimization measures would prevent the introduction/spread of invasive and/or noxious weed species and reduce any impacts on native plant communities to levels less than significant.

- In accordance with Caltrans' non-standard specification 14-6.05, prior to beginning work, the contractor shall prepare an invasive species control plan that identifies measures to be implemented to prevent the introduction and/or spread of invasive species (e.g., noxious weeds). The invasive species control plan shall be subject to approval by Caltrans environmental staff and implemented prior to beginning work.

Wildlife Corridors and Nursery Sites

The proposed project would not 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. Therefore, there would be no impact.

Local Policies and Ordinances

The City of Yreka and Siskiyou County do not have a tree preservation ordinance, nor are there other local policies or ordinances related to the protection of biological resources that would apply to the proposed project. Because only a small number of trees would be removed to accommodate the proposed improvements and avoidance/minimization measures for habitat protection, species protection (including nesting migratory birds), and invasive species control are included to ensure consistency with the *City of Yreka General Plan Update 2002–2022* (City

of Yreka 2003) and the *Siskiyou County General Plan* (Siskiyou County 2019), impacts would be less than significant.

Habitat Conservation Plans and Natural Community Conservation Plans
The United States Fish and Wildlife Service has approved one habitat conservation plan in Siskiyou County (United States Fish and Wildlife Service 2019). The habitat conservation plan provides incidental take permits for multiple species on privately owned timberlands located well outside of the project area. No natural community conservation plans have been designated in Siskiyou County (California Department of Fish and Wildlife 2019). Given the above findings, there would be no impact.

CEQA Conclusion
With implementation of the avoidance/minimization measures for habitat protection, species protection (including nesting migratory birds), and invasive species control, the proposed project would have a less than significant impact on biological resources.

3.3 Cultural Resources

Affected Environment
The cultural resources study included literature and records review of the proposed project area; visits to and/or contacts with a number of repositories, agencies, organizations, and Native American representatives; and an archaeological field survey of the project area. The purpose of these efforts was to identify and evaluate any cultural resources that may exist within the project area and to assess any effects that the proposed project might have related to the cultural resources (e.g., historical resources, prehistoric archaeological resources, historical archaeological resources, built environment resources, and traditional cultural properties). The cultural resources study determined that the project area is located within the ancestral territory of the Shasta Nation tribe. The records review and field surveys confirmed that no historical resources are present within the project area. However, the Third Street and Miner Historic District (Record PH0016716), which is listed on the National Register of Historic Places, is present just outside of the project area near the intersection of SR 3 and Miner Street (California Department of Transportation 2019e).

Environmental Consequences
Work at the intersection of SR 3 and West Miner Street would occur adjacent to the eastern boundary of the Third Street and Miner Historic District. As currently designed, the proposed project would not directly or indirectly affect any character-defining features of the Historic District; therefore, the undertaking would result in a finding of No Historic Properties Affected.

Avoidance/Minimization Measures
It is Caltrans' policy to avoid cultural resources whenever possible. The following measure shall be implemented to ensure that any cultural resources discovered during construction are evaluated by a qualified archaeologist:

- If buried cultural materials are encountered during construction, it is Caltrans' policy that work shall stop in the area until a qualified archaeologist can evaluate the nature and significance of the find.

CEQA Conclusion
The proposed project would not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to §15064.5. With implementation of the above avoidance/minimization measure to address any buried cultural materials (including human remains) that may be encountered during construction, the proposed project would have a less than significant impact on cultural resources.

3.4 Geology and Soils

Affected Environment
The project area is located between the Klamath Mountains to the west and the Shasta Valley to the east. Given that that the topography within the project area is relatively level and there is no history of highway repairs due to landslides or subsidence within the project area, the soils are presumed to be relatively stable. The underlying geology in the project area consists of sedimentary rock and mixed rocks (California Department of Conservation 2019c). The proposed project is not located in an area that contains a known active earthquake fault, as delineated on the most recent Alquist-Priolo earthquake fault zoning map (California Department of Conservation 2019d). The project site is subject to low/moderate seismic ground shaking from earthquakes due to its proximity to known active faults off the coast (California Department of Conservation 2019e), but is not in an area characterized by seismic-related ground failure and/or liquefaction (California Department of Conservation 2019f).

According to the Natural Resources Conservation Service (2019), 11 soil types are present within the project area: Dotta gravelly loam, 0 to 2 percent slopes; Dotta gravelly loam, 2 to 5 percent slopes; Dumps; Duzel gravelly loam, 5 to 9 percent slopes; Duzel-Jilson-Facey complex, 15 to 50 percent slopes; Facey loam, 5 to 15 percent slopes; Salisbury gravelly clay loam, 0 to 5 percent slopes; Stoner gravelly sandy loam, 2 to 5 percent slopes; Stoner gravelly sandy loam, 5 to 15 percent slopes; Weitchpec variant-rock outcrop complex, 5 to 65 percent slopes, and Xerofluvents, nearly level. Duzel gravelly loam, 5 to 9 percent slopes and Stoner gravelly sandy loam, 5 to 15 percent slopes have the potential for moderate erosion. Duzel-Jilson-Facey complex, 15 to 50 percent slopes and Facey loam, 5 to 15 percent slopes have the potential for severe erosion.

Expansive soils present hazards for development because they expand and shrink depending on water content. A hydrologic soil group is a group of soils having similar runoff potential under similar storm and cover conditions. The Natural Resource Conservation Service recognizes four hydrologic soil groups (A through D). Group D soils have a high shrink-swell potential due to their high clay content. Within the project area, three soil types (Duzel-Jilson-Facey complex, 15 to 50 percent slopes; Salisbury gravelly clay loam, 0 to 5 percent slopes; and Weitchpec variant-rock outcrop complex, 5 to 65 percent slopes) contain a soil component that is classified as a Group D soil.

Environmental Consequences
Construction of the project, including use of staging areas and disposal sites, would disturb approximately 45 acres of soil. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, development of disposal sites, and use of staging areas would disturb soil and may result in the loss of a small amount of soil through deposition at disposal sites (most of the excavated material deposited at disposal sites would consist of asphalt grindings and other

waste) or from erosion. Although some soils within the project area have the potential for expansion/contraction, any such limitations can be overcome through proper planning, design, and/or construction.

Avoidance/Minimization Measures

The following measures shall be implemented to account for the presence of expansive soils and to minimize the potential for erosion:

- The project shall be designed in accordance with current design standards to account for the presence of expansive soils within the project area.

- Standard BMPs for erosion control shall be implemented during construction to minimize the potential for erosion.

CEQA Conclusion

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic-related ground failure (including liquefaction), and landslides. The proposed project is not located on a soil that is unstable or that would become unstable as a result of the project and potentially result in onsite/offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project does not include the use of septic tanks and/or alternative waste water disposal systems and would not directly or indirectly destroy a unique paleontological resource/site or unique geologic feature. The project would result in the loss of a small amount of soil, but this quantity would not constitute a substantial loss of soil. By designing the project in accordance with current design standards to account for the presence of expansive soils and implementation of standard BMPs for erosion control during construction, the proposed project would have a less than significant impact on geology and soils.

3.5 Greenhouse Gas Emissions

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization 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 generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane). In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.[2] In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.[3] The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

[2] https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014
[3] https://www.arb.ca.gov/cc/inventory/data/data.htm

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” "Greenhouse gas mitigation" is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. “Adaptation" refers to planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

Regulatory Setting

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

Federal

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

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

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.[4] This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”[5] Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

[4] https://www.fhwa.dot.gov/environment/sustainability/resilience/
[5] https://www.sustainablehighways.dot.gov/overview.aspx

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

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

Executive Order 13514, *Federal Leadership in Environmental, Energy, and Economic Performance*, 74 *Federal Register* 52117 (October 8, 2009): This federal EO set sustainability goals for federal agencies and focuses on making improvements in their environmental, energy, and economic performance. It instituted as policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities.

Executive Order 13693, *Planning for Federal Sustainability in the Next Decade*, 80 Federal Register 15869 (March 2015): This EO reaffirms the policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities. It sets sustainability goals for all agencies to promote energy conservation, efficiency, and management by reducing energy consumption and GHG emissions. It builds on the adaptation and resiliency goals in previous executive orders to ensure agency operations and facilities prepare for impacts of climate change. This order revokes Executive Order 13514.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts* v. *EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010[6] and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at

[6] http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq

least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.[7]

NHTSA and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO_2 emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

Presidential Executive Order 13783, *Promoting Energy Independence and Economic Growth*, of March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the ARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

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

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

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

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[7] http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256 and https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

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

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the state's long-range transportation plan to meet California's climate change goals under AB 32.

Executive Order B-16-12 (March 2012) orders state entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. ARB approved the *First Update to the Climate Change Scoping Plan* on May 22, 2014. ARB is moving forward with a discussion draft of an updated Scoping Plan that will reflect the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California.[8] ARB is responsible for maintaining and

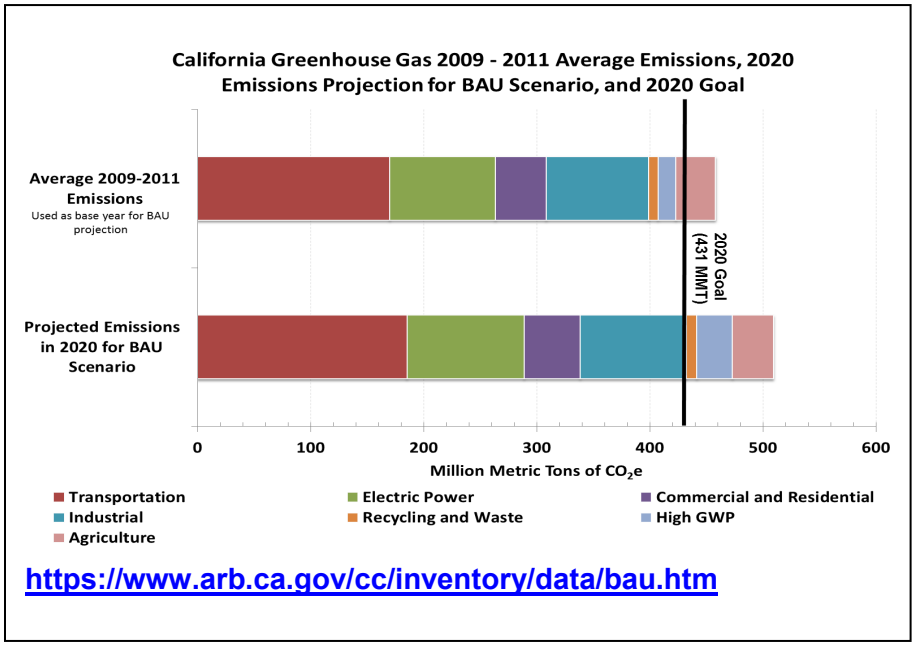
[8] 2016 Edition of the GHG Emission Inventory Released (June 2016): https://www.arb.ca.gov/cc/inventory/data/data.htm

updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 3 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 $MMTCO_2e$[9]. The 2017 edition of the GHG emissions inventory (released June 2017) found total California emissions of 440.4 $MMTCO_2e$, showing progress towards meeting the AB 32 goals.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 $MMTCO_2e$ total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 $MMTCO_2e$.

Figure 3 2020 Business as Usual (BAU) Emissions Projection 2014 Edition



[9] The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)

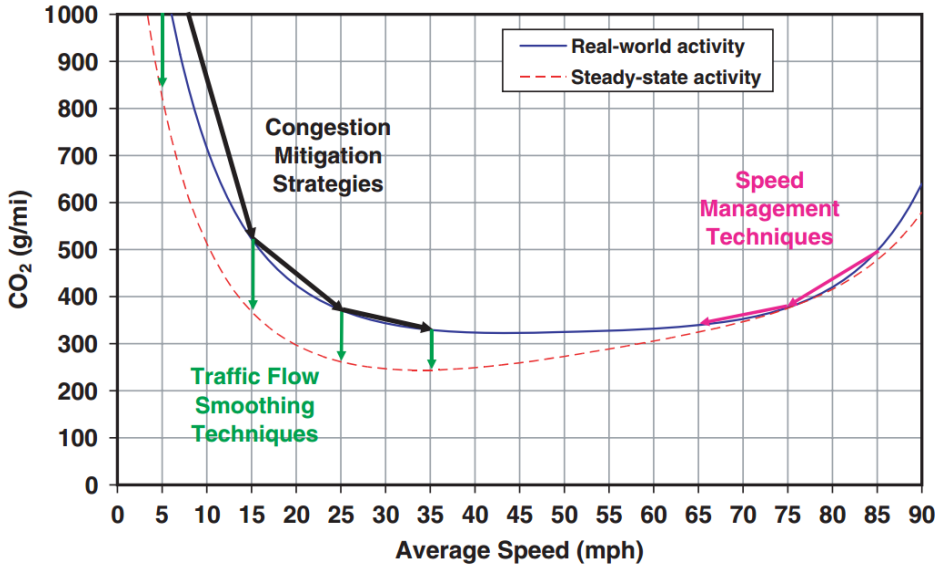
Project Analysis

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 contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.[10] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

Operational Emissions

Figure 4 Possible Use of Traffic Operation Strategies in Reducing On-Road CO_2 Emissions



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (http://uctc.berkeley.edu/research/papers/846.pdf)

[10] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 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).

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity), (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective all four strategies should be pursued concurrently.[1]

FHWA supports these strategies to lessen climate change impacts, which correlate with efforts that the state of California is undertaking to reduce GHG emissions from the transportation sector.

The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 4 above). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced.

The proposed project is not a capacity-increasing project and would not improve traffic flow or reduce traffic congestion. However, the project is consistent with the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003), the *Siskiyou County General Plan* (Siskiyou County 2019), and the *2016 Regional Transportation Plan for Siskiyou County* (Siskiyou County Local Transportation Commission 2016).

Quantitative Analysis

The proposed project would not increase capacity and would not change travel demands or traffic patterns. Therefore, the project would not result in an increase in operational GHG. However, GHG emissions would occur during construction. Estimates of various GHG including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and hydroflourocarbons (HFCs) were made for each year of construction using Cal-CET2018 (1.1). As shown in Table 7, the primary GHG released during construction is CO_2.

Table 7 Estimates of GHG Emissions During Construction (in U.S. tons)

Construction Year	CO_2	CH_4	N_2O	HFCs	CO_{2e}[1]
2022	879	0.028	0.049	0.029	1,325
2023	152	0.005	0.010	0.007	252
Total	1,031	0.033	0.059	0.036	1,577

[1] A quantity of GHG is expressed as carbon dioxide equivalent (CO_2e) that can be estimated by the sum after multiplying each amount of CO_2, CH_4, N_2O, and HFCs by its global warming potential (GWP). Each GWP of CO_2, CH_4, N_2O, and HFCs is 1, 25, 298, and 14,800, respectively.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced

through innovations in plans and specifications and by implementing better traffic management during construction phases.

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

Due to the requirements set forth in EO B-30-15, construction GHG emissions must be calculated for all projects. As such, the *Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model* was utilized to quantify the expected construction-related GHG emissions related to the proposed project. The proposed project would require an estimated 300 working days and would be completed in two construction seasons. The total GHG emissions associated with the project are estimated at 2,609 tons, which includes an estimated 2,205 tons in 2022 and 404 tons in 2023 per year.

CEQA Conclusion

As discussed above, the project would not increase capacity and would not change travel demands or traffic patterns. Therefore, the project would not result in an increase in operational GHG. However, there would be a temporary increase in GHG emissions, primarily CO_2, during construction. In the absence of statewide-adopted thresholds or GHG emissions limits and recognizing that the project is consistent with statewide, regional, and local goals of reducing GHG, it is Caltrans determination that with implementation of the GHG reduction strategies described in the following section, the project's direct and indirect impacts with respect to global climate change would be less than significant.

Greenhouse Gas Reduction Strategies

Statewide Efforts

In an effort to further the vision of California's GHG reduction targets outlined an AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California* (Figure 5).

Figure 5 The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

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

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

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs
In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in *Caltrans Activities to Address Climate Change* (2013).

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented to reduce GHG emissions and potential climate change impacts:

- The construction contractor shall comply with the 2018 Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the Siskiyou County Air Pollution Control District regulations and local ordinances.

- Compliance with Title 13 of the California Code of Regulations, which includes idling restrictions on construction vehicles and equipment to no more than 5 minutes.

- Caltrans 2018 Standard Specification 7-1.02C "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board.

- Utilize a traffic management plan to minimize vehicle delays.

- To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

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—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from 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. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011[11], outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued *U.S. DOT Policy Statement on Climate Adaptation* in June 2011, committing to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions."[12]

To further the DOT Policy Statement, in December 15, 2014, FHWA issued order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*).[13] This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA will work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation's transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.[14]

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[11] https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience
[12] https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm
[13] https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm
[14] https://www.fhwa.dot.gov/environment/sustainability/resilience/

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, 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 on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)[15] was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided 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 a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy* (Dec 2009),[16] which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to SLR." The March 2013 update[17] finalizes the SLR Guidance by incorporating findings of the National Academy's 2012 final Sea-Level Rise Assessment Report; the policy recommendations remain the same as

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[15] *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

[16] http://www.climatechange.ca.gov/adaptation/strategy/index.html

[17] http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/

those in the 2010 interim SLR Guidance. The guidance will be updated as necessary in the future to reflect the latest scientific understanding of how the climate is changing and how this change may affect the rates of SLR.

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 actively engaged in in working towards identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

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

3.6 Hydrology and Water Quality

Affected Environment

The project area is located within the Klamath River watershed. This watershed is a part of the North Coast Hydrologic Basin Planning Area, which is managed by the NCRWQCB. No lakes are present within or adjacent to the project area (the nearest waterbody is Green Horn Reservoir, approximately ½-mile to the west). However, numerous stormdrains are present within the project area. These stormdrains collect urban/stormwater runoff and convey flow outside the project area where it discharges into Yreka Creek. Yreka Creek is tributary to the Shasta River, which in turn, is tributary to the Klamath River. The Klamath River discharges flow into the Pacific Ocean.

Environmental Consequences

Construction activities that may impact hydrology and water quality include installation of approximately 14,000 lineal feet of new stormdrains to accommodate the 10-year storm event, maintenance/repair/replacement of approximately 85 existing stormdrain culverts (totaling approximately 7,000 lineal feet), replacement of the structural section of the roadway and adjacent sidewalks, relocation of utilities, and development of two disposal sites. Stormwater runoff entering new stormdrains would be redirected to the existing stormdrain system, which discharges to nearby Yreka Creek; stormwater runoff entering new stormdrains would be only minimally redirected and would continue to discharge to the same receiving waters. Replacement of the structural section of the roadway and adjacent sidewalks would involve replacing existing impervious surfaces with new impervious surfaces and adding approximately 0.48 acres of new impervious surface to the project area at locations where paved roadway shoulders are less than 8 feet in width and need additional pavement added to achieve 8-foot-wide paved shoulders. Post-construction stormwater flows would not exceed pre-construction stormwater flows and would not carry substantial amounts of polluted runoff above existing levels because the 0.48 acres of newly added impervious areas would be widely distributed throughout the northern portion of the project area. Stormwater treatment BMPs would be utilized onsite to treat up to approximately 4.57 acres of stormwater runoff. Replacement of the structural section of the roadway and adjacent sidewalks would not expose native soil. However, work associated with stormdrains, relocation of utilities, and development of disposal sites would expose native soil, which has the potential to degrade water quality onsite and offsite due to erosion and siltation.

The Location Hydraulic Study identified 10 locations within the project area that are subject to flooding. Three of these locations are within a mapped 100-year flood hazard area. However, the project would only minimally alter surface elevations within the mapped 100-year floodplain and would not result in a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).

Avoidance/Minimization Measures

The following measures identified in the water quality assessment report (California Department of Transportation 2019c) shall be implemented to avoid/minimize impacts to water quality during construction:

- All construction site BMPs shall follow the most current edition of the *Construction Site Best Management Practices (BMPs) Manual* (California Department of Transportation 2017). For this project, these are likely to include erosion and sediment control BMPs such as ground cover, fiber rolls, gravel bag check dams and other listed methods.

- Prior to any ground-disturbing activities, the contractor shall prepare a SWPPP that identifies measures to be implemented for erosion control, spill prevention, and construction waste containment. These measures shall be implemented during construction to minimize impacts on water quality and the aquatic environment.

- Cast-in-place concrete structures shall have sufficient time to cure before being exposed to concentrated flows, or rainy season storm events.

- Onsite stormwater treatment BMPs (e.g., biofiltration strips) shall be utilized for stormwater treatment (the proposed treatment BMPs would treat up to approximately 4.57 acres of new impervious surface added to the project area).

In addition to the above measures, the following measure identified in the biological resources report (California Department of Transportation 2019d) shall be implemented to avoid/minimize impacts to water quality during construction:

- Work in stormdrains shall be limited to the period between May 1 and October 15 when stormdrains are dry or at low-flow.

CEQA Conclusion

The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Specifically, the project would not deplete groundwater supplies or interfere with groundwater recharge such that the project may impeded sustainable groundwater management of the basin. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff such that it would result in flooding onsite/offsite; impede or redirect flows; create or contribute stormwater runoff which would exceed the capacity of existing or planned stormwater drainage systems; or provide substantial additional sources of polluted runoff. The proposed project would not risk release of pollutants due to inundation by flood, tsunami (California Department of Conservation 2019g), or seiche. With implementation of measures to control erosion and siltation and use of

onsite stormwater treatment BMPs, the proposed project would have a less than significant impact on hydrology and water quality.

3.7 Noise

Affected Environment

NEPA and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA. CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

The proposed project is not located within an airport land use plan or within two miles of an airport/airstrip. The nearest public airport is the Montague–Yreka Airport, located approximately 3.5 miles to the east in the community of Montague. According to the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003), the City of Yreka is located well beyond the airport's noise impact zone.

In noise/vibration studies, sensitive receptors are hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to noise and vibration. Numerous sensitive receptors are present within a 1/4-mile radius of the project area. These include homes, schools (Yreka Adventist Christian School, Golden Eagle Charter School, Mattole Valley Charter School, Evergreen Elementary School, Jackson Street Elementary School, Gold Street Elementary School, Siskiyou County Special Education School, Yreka High School, Yreka Union High Community Day School, and College of the Siskiyous), hospitals (Fairchild Medical Center), elderly housing and convalescent facilities (Meadowlark Siskiyou Springs Senior Living Community, Sierra Vista Retirement Complex, Yreka Guest Home and Madrone Hospice, Inc.), and a daycare facility (Shasta Head Start Child Development).

Environmental Consequences

The proposed project would not increase capacity or involve the introduction of permanent noise-producing activities. However, temporary noise impacts would occur from the use of stationary and mobile construction equipment and vehicles during construction. Construction vehicles and equipment could include cold-planers, excavators, compressors, generators, haul trucks, concrete breakers, pavers, and material loaders. Project construction noise levels would fluctuate depending on the construction phase, equipment type, and quantity and duration of use. Noise levels associated with operation of the mobile concrete batch plant during the paving phase of construction would be approximately 83 decibels as measured at a distance of 50 feet. The California Stormwater Quality Association (2009) recommends that temporary mobile concrete batch plants be located a minimum of 300 lineal feet from sensitive receptors to minimize noise impacts. Peak noise levels during construction would likely result from the use of cold-planers to break up and remove the existing roadway and excavators to break up existing sidewalk and place materials into haul trucks. Noise levels associated with these activities could be up to 90 decibels and could affect nearby sensitive receptors.

The proposed project would not result in a permanent increase in ground-borne vibrations. However, sensitive receptors in close proximity to construction activities may periodically notice ground-borne vibrations.

Avoidance/Minimization Measures

Although the proposed project may periodically expose sensitive receptors to noise and vibration levels during construction that exceed established standards, noise and vibration impacts shall be minimized through:

- Differential staging of work (e.g., restricting some construction activities to the daytime due to the presence of nearby residences).
- Locating the temporary mobile concrete batch plant a minimum of 300 lineal feet from sensitive receptors.
- Restricting the operating hours of the mobile concrete batch to the daytime.

CEQA Conclusion

The proposed project is not located within an airport land use plan or within two miles of an airport/airstrip. With implementation of measures to minimize noise and vibration during construction, the proposed project would have a less than significant impact with regard to noise/vibration.

3.8 Public Services

Affected Environment

SR 3 and SR 263 within the project area are public highways utilized by various public transportation service providers. Siskiyou Transit and General Express (STAGE) is Siskiyou County's public transit service provider. Other transportation service providers that operate within the project area include Senior Bus Transportation Service and school districts that provide buses to transport students to and from schools. Emergency service providers that operate within the project area include local police and fire departments, California Highway Patrol, and ambulances that transport patients to the local hospital (Fairchild Medical Center). These emergency service providers are vital to the safety of the local community and their effectiveness is often measured in the time required to respond to an emergency.

Environmental Consequences

The proposed project would extend the useful life of public roadways within the project area. In addition, the proposed project would facilitate better access to two existing and seven proposed STAGE stops within the project area by improving curbside space and restricting parking in front of bus loading areas by designating the space with painted curb, signs, or the like (see Table 3 for the locations of the existing and proposed STAGE stops). Once built, the project would result in no adverse operational impacts on public services. During construction, travel time for various public transportation services may be slightly longer due to traffic controls/detours. In addition, transit stops may be temporarily closed during construction. The project would have a negligible impact on response time for emergency services (e.g., police, fire, and ambulance) as emergency service providers would not be subject to traffic controls/detours and alternate routes would be available.

Avoidance/Minimization Measures
To minimize potential delays to response time for emergency services and travel time for public transportation services, the following measures shall be implemented:

- Implement public outreach efforts described in Section 3.10.

CEQA Conclusion
With implementation of the public outreach efforts described in Section 3.10, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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 police and fire protection, schools, parks, or other public facilities.

3.9 Recreation

Affected Environment
No parks are present within or adjacent to the project area. However, the project area does include a trailhead that is used by the public to access the City of Yreka's recreational trail along Yreka Creek.

Environmental Consequences
The project would not impact any parks. However, construction of the project may temporarily affect access to the City of Yreka's recreational trail along Yreka Creek for trail users who utilize the trailhead along the east side of SR 3 between Lawrence Avenue and Bruce Street. Access to this trail head could be affected up to two weeks while work is occurring in the immediate vicinity.

Avoidance/Minimization Measures
The following measure shall be implemented to avoid/minimize recreational impacts during construction:

- Potential impacts to the Yreka Creek trail shall be avoided by staging construction in the vicinity of the trailhead along the east side of SR 3 between Lawrence Avenue and Bruce Street such that the public can utilize the trailhead to access the Yreka Creek trail during construction. Alternatively, if work in the immediate vicinity of the trailhead requires closure of the trailhead, the contractor shall provide a temporary alternate access to the trailhead.

CEQA Conclusion
The proposed project would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated. In addition, the proposed project would not require the construction and/or expansion of recreational facilities. With implementation of the measure to maintain public access to the City of Yreka's recreational trail along Yreka Creek during construction, the proposed project would have a less than significant impact on recreation.

3.10 Transportation

Affected Environment

The proposed project is not a capacity-increasing project and is consistent with transportation goals in the *City of Yreka General Plan Update 2002–2022* (City of Yreka 2003), the *Siskiyou County General Plan* (Siskiyou County 2019), and the *2016 Regional Transportation Plan for Siskiyou County* (Siskiyou County Local Transportation Commission 2016). Although the City of Yreka has the largest population (7,765 in the 2010 census) among incorporated cities in Siskiyou County, it is a small, rural community. The sections of SR 3 and SR 263 within the City of Yreka are vital to the daily activities of the community, provide connectivity to nearby communities, and are essential to the local economy.

Traffic volume within the project area varies with location. Using traffic counts obtained in 2014, average annual daily traffic (AADT) for SR 3 and SR 263 within the project area indicate that the southern portion of the project area has substantially higher traffic volumes than the northern portion of the project area (Table 8).

Table 8 Traffic Volumes Within the Project Area

Route	Section	AADT	Trucks
3	Begin project to Moonlit Oaks Avenue	14,100	403
3	Moonlit Oaks Avenue to Oberlin Road	5,900	243
3	Oberlin Road to Yreka Street	8,900	166
3	Yreka Street to Tebbe Street/SR 263	3,150	341
263	Tebbe Street/SR 263 to end project	2,000	122

There are currently no existing marked bikeways within the project area. The proposed project would install Class II bikeways (striped bike lanes) and Class III bikeways (shared travel way designated by “share the road” signs and/or pavement markings) at various locations within the project area (see Table 2).

Environmental Consequences

Once built, the project would result in no adverse operational impacts to access and circulation for vehicles, bicyclists, and pedestrians. The addition of new bicycle lanes and ADA-compliant sidewalks is anticipated to reduce vehicle traffic and improve circulation for bicyclists and pedestrians. Upgrading existing signal systems, installation of actuated pedestrian signals at various crosswalks, and roadway narrowing/traffic calming between Oberlin Road and the Broadway Connection would improve pedestrian safety. Approximately 360 working days would be needed to complete the work, of which, approximately 360 days would require lane closures/traffic control. 55-hour closures on weekends would be required at some intersections to allow for concrete paving and cure times. These activities would impact vehicle traffic and bicyclists. In addition, the temporary closure of sidewalks during construction would impact pedestrians. Potential impacts to the traveling public may be slightly longer travel time due to

traffic controls/detours during construction. The proposed project would not result in the loss of any existing designated parking spaces nor would it create new designated parking spaces.

Avoidance/Minimization Measures

The work scope includes the use of rapid-set concrete, where feasible, to minimize the time that sidewalks and driveways that service businesses and residences would be closed during construction.

As part of the traffic management studies, a Traffic Management Plan (TMP) was prepared for the proposed project (California Department of Transportation 2018b). The TMP identified various traffic/transportation impacts that would occur during construction of the project. In addition, the TMP identified measures to be implemented during construction to minimize traffic/transportation impacts. The following measures shall be implemented to minimize potential impacts on traffic and transportation/pedestrian and bicycle facilities:

Public Outreach

Prior to construction, the following public outreach efforts shall be made to the local community:

- Sending letters to homeowners, businesses, property owners, and public agency offices adjacent to the proposed project notifying them about the proposed project.
- Coordination with the Yreka Chamber of Commerce and Rotary Club.
- Coordinating with the City, County, and local hospital to ensure that emergency response personnel and public transportation providers are aware of the proposed project and to identify alternate routes and transit stops during construction.
- Coordinating with local school districts to ensure that the proposed project will have minimal disruption on transporting students to and from schools.
- Coordinating with the local trucking community, particularly for work occurring at the Moonlit Oaks intersection.
- Publishing public notices in the local newspaper.
- Advertising on local radio stations.

Vehicle Traffic

- Detours: If detours are necessary during construction, traffic would be routed around work areas using Interstate 5.
- Lane/Ramp Closures: On SR 3 and SR 263, lane closures will be allowed anytime, except on designated legal holidays and during special events. On Interstate 5, up to two ramp closures would be allowed at any one time. 24-hour traffic control would be required when traffic is on an unpaved surface or when closure of a roadway segment is allowed for an extended period of time. During periods when no construction is scheduled, the full width of the roadway and/or ramps shall be

provided. A minimum 11-foot-wide lane shall be provided at all times to accommodate large trucks.

- Motorist Information*:* A portable changeable message sign shall be placed before the first traffic control sign for each approach with more for advance notice of highway and ramp closures, detours, and work speed zone reduction.

Bicyclists
During construction, bicyclists would be subject to stop and delay or may travel past the work zone using the open lane (the same lane that vehicle traffic would use).

Pedestrians
During construction, when pedestrian facilities are closed, pedestrian detours shall be provided.

Maintain Access to Businesses
Access to businesses shall be maintained during normal business hours.

CEQA Conclusion
The proposed project would not conflict with any applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of traffic circulation. The proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). The proposed project would not substantially increase hazards due to a design feature or add any permanent physical barriers that would impede or result in inadequate emergency access. With implementation of the above minimization measures, construction-related impacts on transportation would be reduced to levels that are less than significant.

3.11 Utilities and Service Systems

Affected Environment
Various utility service providers serve the community of Yreka. Underground utilities and service systems include potable water, sewer, and stormwater pipelines maintained by the City of Yreka, propane gas pipelines maintained by Suburban Propane, and fiber optic lines maintained by Hunter Communications. Above-ground utilities and service systems include utility poles and associated cables maintained by the Pacific Power & Light Company and solid waste collection services provided by the City. All of these utility service providers have infrastructure within the project area. In the project vicinity, solid waste disposal for the City occurs at the County-maintained Pelletier Transfer Station, which is located approximately one mile east of town.

Environmental Consequences
The proposed project would require extensive utilities work and expansion/maintenance of the existing stormdrain system. The project would not involve any planned loss of water, electrical, gas for residences and/or businesses during construction. In the event that unforeseen utilities conflicts arise or existing utilities are impacted during construction, utilities may be turned off for short periods at these locations. Approximately 14,000 lineal feet of new stormdrains would be installed to accommodate the 10-year storm event and approximately 85 existing stormdrain culverts (totaling approximately 7,000 lineal feet) would undergo maintenance, repair, or

replacement. The earthwork required to perform the utilities and stormdrain work has the potential to degrade water quality and the aquatic environment.

The project is not anticipated to disrupt solid waste collection services. Construction of the project would generate approximately 40,000 cubic yards of asphalt grindings and other waste. Grindings and other construction debris would become property of the contractor and may be reused onsite and/or would be disposed of at two disposal sites located within Caltrans' right-of-way along SR 3 approximately three miles southwest of Yreka. The reuse of some grindings onsite and disposal of excess grindings and other construction debris at the two designated disposal sites would avoid impacting capacity at the local landfill.

Avoidance/Minimization Measures

The following measures shall be implemented to minimize potential impacts to water quality and the aquatic environment:

- Prior to any ground-disturbing activities, the contractor shall prepare a SWPPP that identifies measures to be implemented for erosion control, spill prevention, and construction waste containment. These measures shall be implemented during construction to minimize impacts on water quality and the aquatic environment.

CEQA Conclusion

The proposed project does not require a water supply or a wastewater treatment provider to service the project. Once built, the project would not be a source of waste material. With the reuse of some asphalt grindings and utilization of the two disposal sites, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. As such, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. With implementation of measures for erosion control, spill prevention, and construction waste containment, the proposed project would have a less than significant impact on the environment and would have a less than significant impact on utilities and service systems.

Chapter 4. List of Preparers

This Initial Study was prepared by the California Department of Transportation, North Region Office of Environmental Management, with input from the following staff:

Wesley Stroud, Office Chief
Contribution: Document oversight

Keith Pelfrey, Senior Environmental Planner
Contribution: Document oversight

Darrin Doyle, Environmental Planner
Contribution: Document writer

Marla Despas, Biologist
Contribution: Biological resource surveys and reports

Russel Adamson, Archaeologist
Contribution: Cultural resource surveys and reports

Rajive Chadha, Hazardous Waste Specialist
Contribution: Initial site assessment report

Logan Moore, Landscape Associate
Contribution: Visual resource report

Michael Webb, Project Manager
Contribution: Project management

Sean Shepard, Project Manager
Contribution: Project management

Travis Gurney, Engineer
Contribution: Project design

Youngil Cho, Air Quality Specialist
Contribution: Air quality/greenhouse gas analysis

Miguel Villicana, NPDES Coordinator
Contribution: Water quality assessment report

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Appendix A Site Plan

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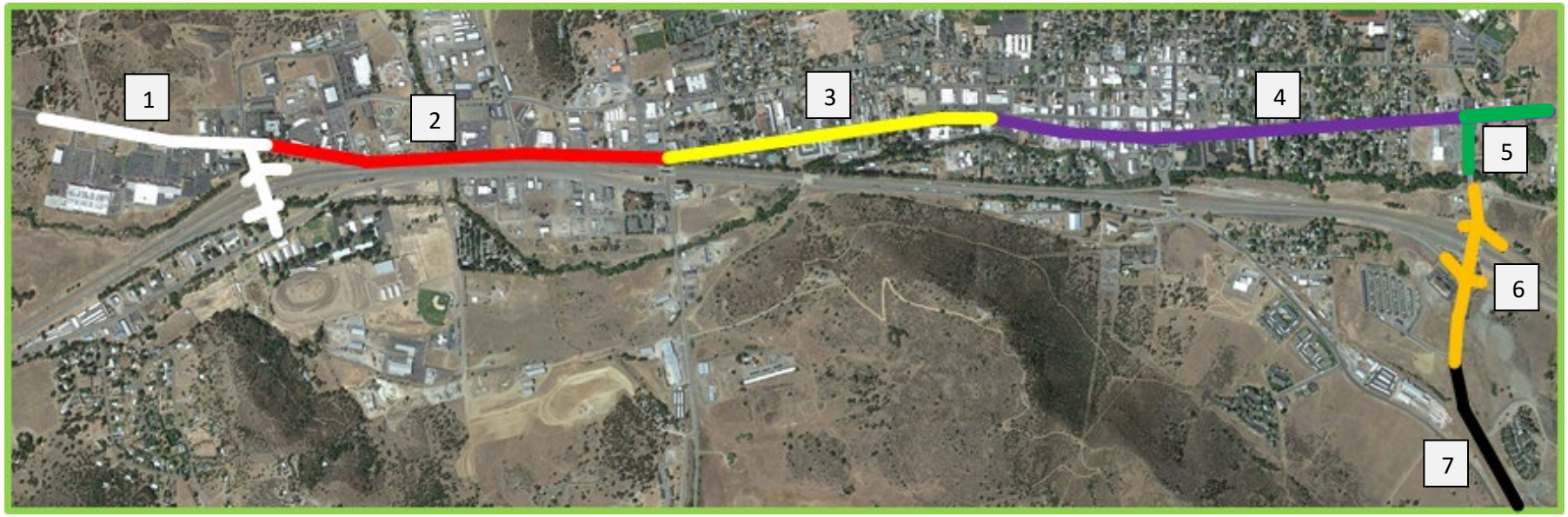
Structural Sections

Structural Section	County-Route-Post Mile Range
1	SIS-3-R46.8 to L47.3
2	SIS-3-L47.3 to L48.2
3	SIS-3-L48.2 to L48.9
4	SIS-3-L48.9 to SIS-3-L49.9
5	SIS-3-L49.9 to L50.0 & SIS-263-49.1 to 49.4
6	SIS-3-L50.0 to R47.6
7	SIS-3-R47.6 to R48.0



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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DRIVEWAY CONFORM
RECONSTRUCT CURB RAMP
ENVIRONMENTAL STUDY LIMIT
PROPOSED BIO-STRIPS OR BIO-SWALES
PROPOSED DRAINAGE SYSTEM
EXIST DRAINAGE SYSTEM

OUSTEN RD
S MAIN St
WALMART
STATE ROUTE 3
PM R46.9
BEGIN PROJECT
LIMITS
MATCH LINE SEE ESL-2

ESL MAPPING

SCALE: 1" = 50'

ESL-1

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:40

BORDER LAST REVISED 7/2/2010
USERNAME => s132331
DGN FILE => 02170000009ESL001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0316
PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
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CIVIL
STATE OF CALIFORNIA

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ESL MAPPING

SCALE: 1" = 50'

ESL-2

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BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 | DGN FILE => 02170000091ESL002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
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MATCH LINE SEE ESL-4

MOTEL 6

S MAIN St

BLACK BEAR DINER

MOONLIT OAKS Ave

EMPTY LOT

BURGER KING

STARBUCKS

VALERO

TACO BELL

SOUTHBOUND ROUTE 5

NORTHBOUND ROUTE 5

FAIRLANE RD

MATCH LINE SEE ESL-2

MATCH LINE SEE ESL-3A

ESL MAPPING

SCALE: 1" = 50'

ESL-3

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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:40

BORDER LAST REVISED 7/2/2010

USERNAME => s132331
DGN FILE => 02170000009ESL003.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

07-20-18

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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ESL MAPPING

SCALE: 1" = 50'

ESL-3A

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LAST REVISION 10-28-19 | DATE PLOTTED => 28-OCT-2019 | TIME PLOTTED => 12:40

BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 | DGN FILE => 02170000009ESL003A.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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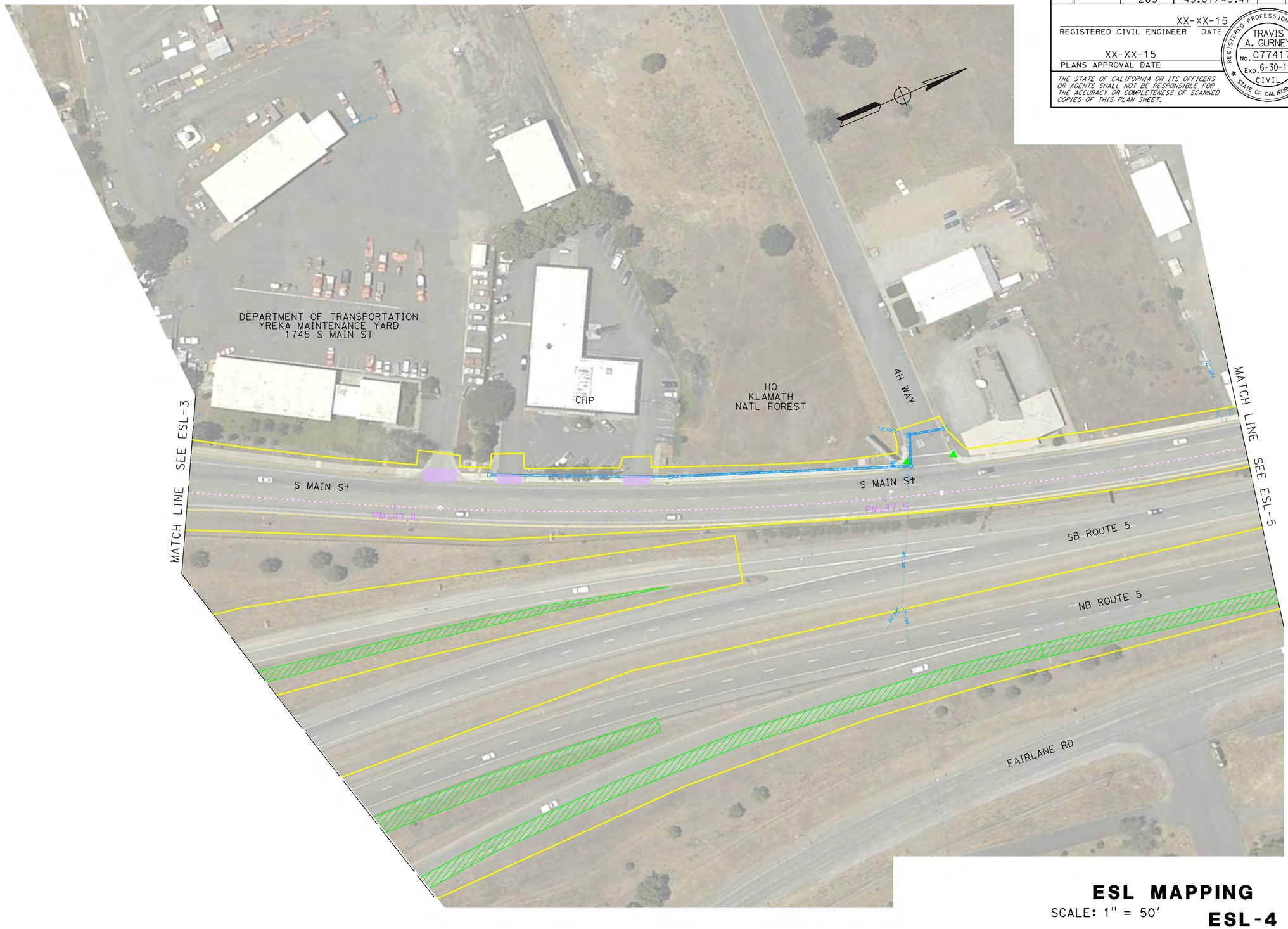

ESL MAPPING

SCALE: 1" = 50'

ESL-4

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BORDER LAST REVISED 7/2/2010

USERNAME => s132331
DGN FILE => 02170000009ESL004.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

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TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

DRAINAGE FEATURE

PIZZA/MED/CHIRO

RANCH LN

COFFEE DRIVE-THRU

FORD

HONDA

S MAIN St

S MAIN St

MATCH LINE SEE ESL-4

MATCH LINE SEE ESL-6

SB ROUTE 5

NB ROUTE 5

FAIRLANE RD

SHARPS RD

ESL MAPPING

SCALE: 1" = 50'

ESL-5

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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:41

BORDER LAST REVISED 7/2/2010

USERNAME => s132331
DGN FILE => 02170000091ESL005.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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ESL MAPPING

SCALE: 1" = 50'

ESL-6

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION 10-28-19 | DATE PLOTTED => 28-OCT-2019 | TIME PLOTTED => 12:41

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

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ESL MAPPING

SCALE: 1" = 50'

ESL-7

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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:41

BORDER LAST REVISED 7/2/2010
USERNAME => s132331
DGN FILE => 02170000091ESL007.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0316
PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
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TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
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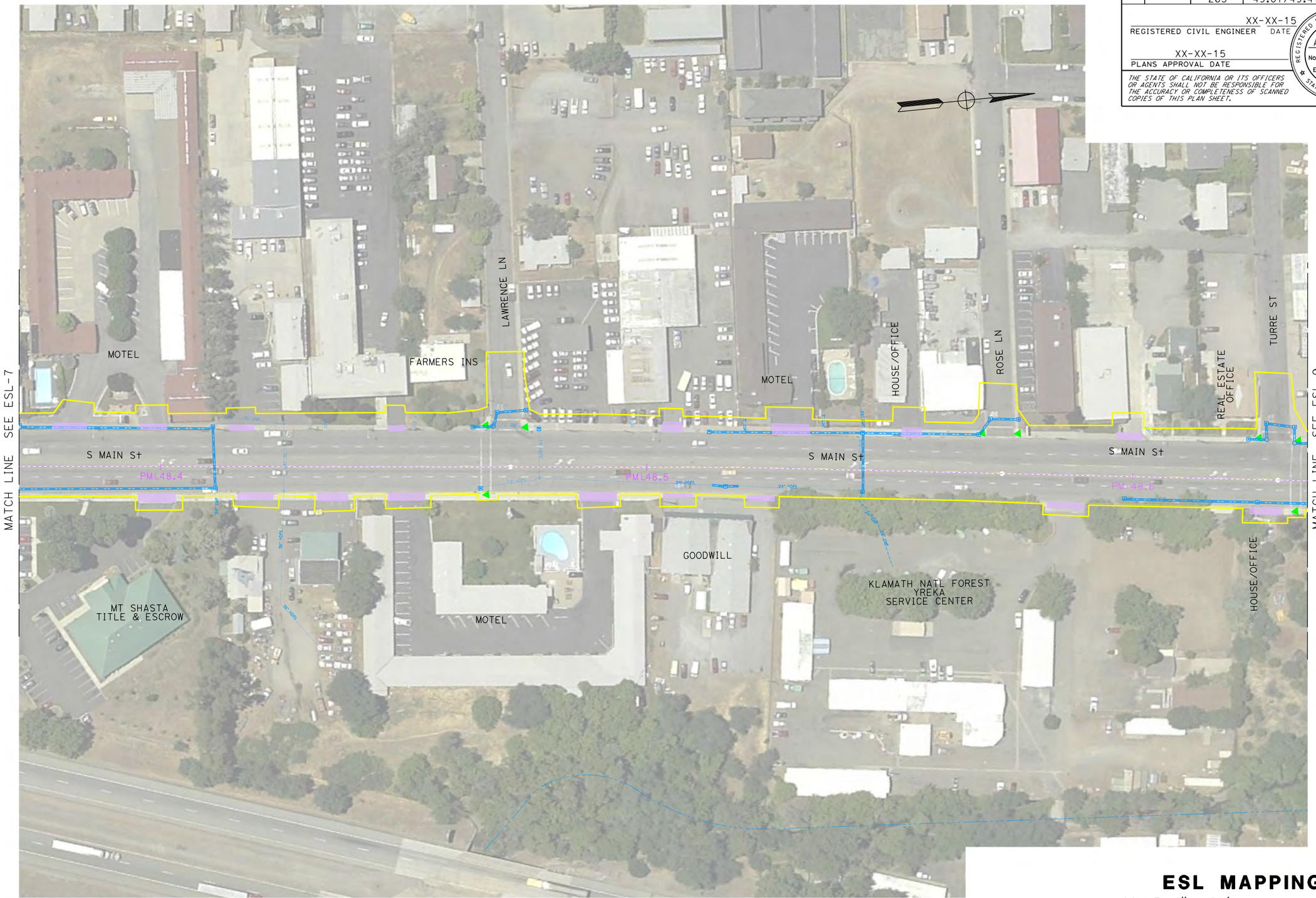

ESL MAPPING

SCALE: 1" = 50'

ESL-8

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LAST REVISION
10-28-19 DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:41

BORDER LAST REVISED 7/2/2010

USERNAME => s132331
DGN FILE => 02170000009ESL008.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

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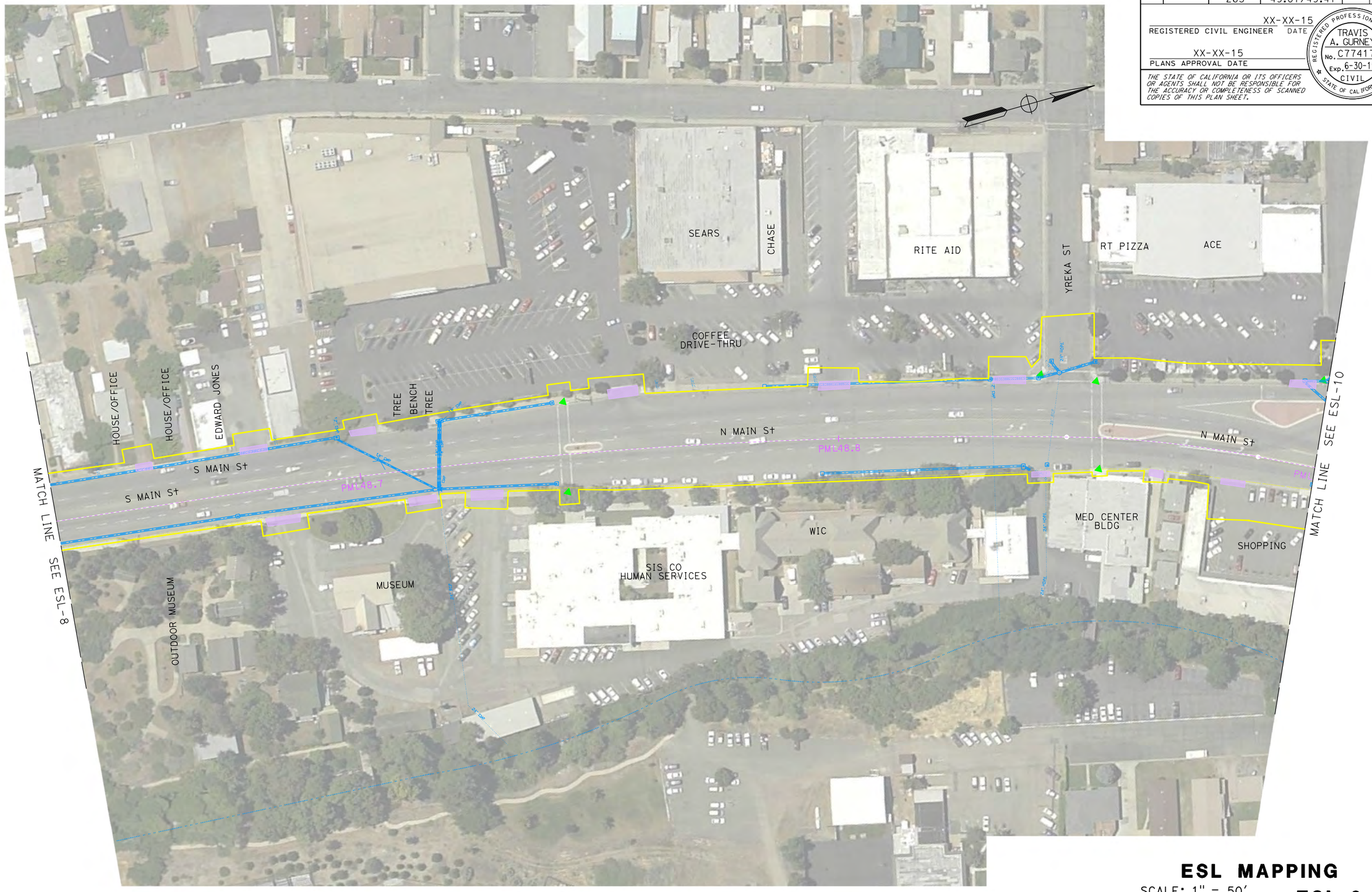
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA



ESL MAPPING

SCALE: 1" = 50'

ESL-9

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FUNCTIONAL SUPERVISOR	TOBY CRAWFORD
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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:41

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BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 DGN FILE => 02170000091ESL009.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
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ESL MAPPING

SCALE: 1" = 50'

ESL-10

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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:42

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BORDER LAST REVISED 7/2/2010

USERNAME => s132331
DGN FILE => 0217000009ESL010.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
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XX-XX-15
PLANS APPROVAL DATE

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TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
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STATE OF CALIFORNIA

ESL MAPPING

SCALE: 1" = 50'

ESL-11

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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:42

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BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 | DGN FILE => 02170000091ESL011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
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XX-XX-15
PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
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No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

ESL MAPPING

SCALE: 1" = 50'

ESL-12

LAST REVISION 10-28-19
DATE PLOTTED => 29-OCT-2019
TIME PLOTTED => 07:15

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BORDER LAST REVISED 7/2/2010 | USERNAME => s134830 | DGN FILE => 02170000091ESL012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

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CIVIL
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ESL MAPPING

SCALE: 1" = 50'

ESL-13

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FUNCTIONAL SUPERVISOR	TOBY CRAWFORD
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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:42

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BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 DGN FILE => 02170000091ESL013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
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REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
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MATCH LINE SEE ESL-14A

PROPOSED STAGING AREA

CASCADE WONDERLAND HWY

POST MILE EQUATION
L50.159 = R47.380

MONTAGUE RD

PML50.0

PML50.1

PMR47.4

BRIDGE No 02-0151

BRIDGE No 02-0150L

BRIDGE No 02-0150R

MATCH LINE SEE ESL-13

MATCH LINE SEE ESL-15

PROPOSED BRIDGE WORK
YREKA CREEK BRIDGE
02-0151

DRAINAGE FEATURE
YREKA CREEK

MATCH LINE SEE ESL-14B

ESL MAPPING

SCALE: 1" = 50'

ESL-14

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LAST REVISION
DATE PLOTTED => 29-OCT-2019
TIME PLOTTED => 07:17
10-28-19

BORDER LAST REVISED 7/2/2010

USERNAME => s134830
DGN FILE => 02170000091ESL014.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
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XX-XX-15
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TRAVIS A. GURNEY
No. C77417
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STATE OF CALIFORNIA

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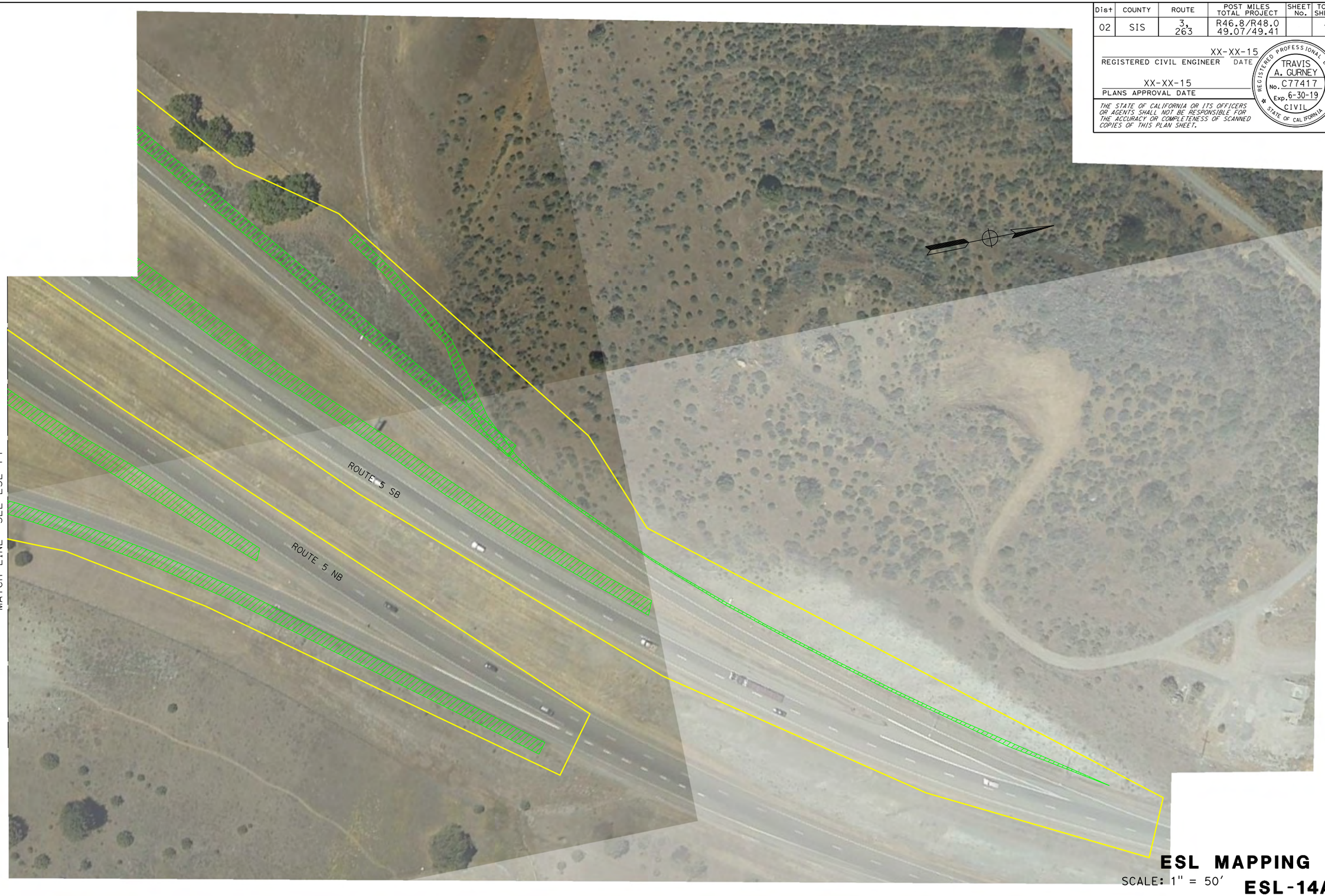

ESL MAPPING

SCALE: 1" = 50'

ESL-14A

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DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:43

BORDER LAST REVISED 7/2/2010

USERNAME => s132331
DGN FILE => 02170000091ESL014A.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

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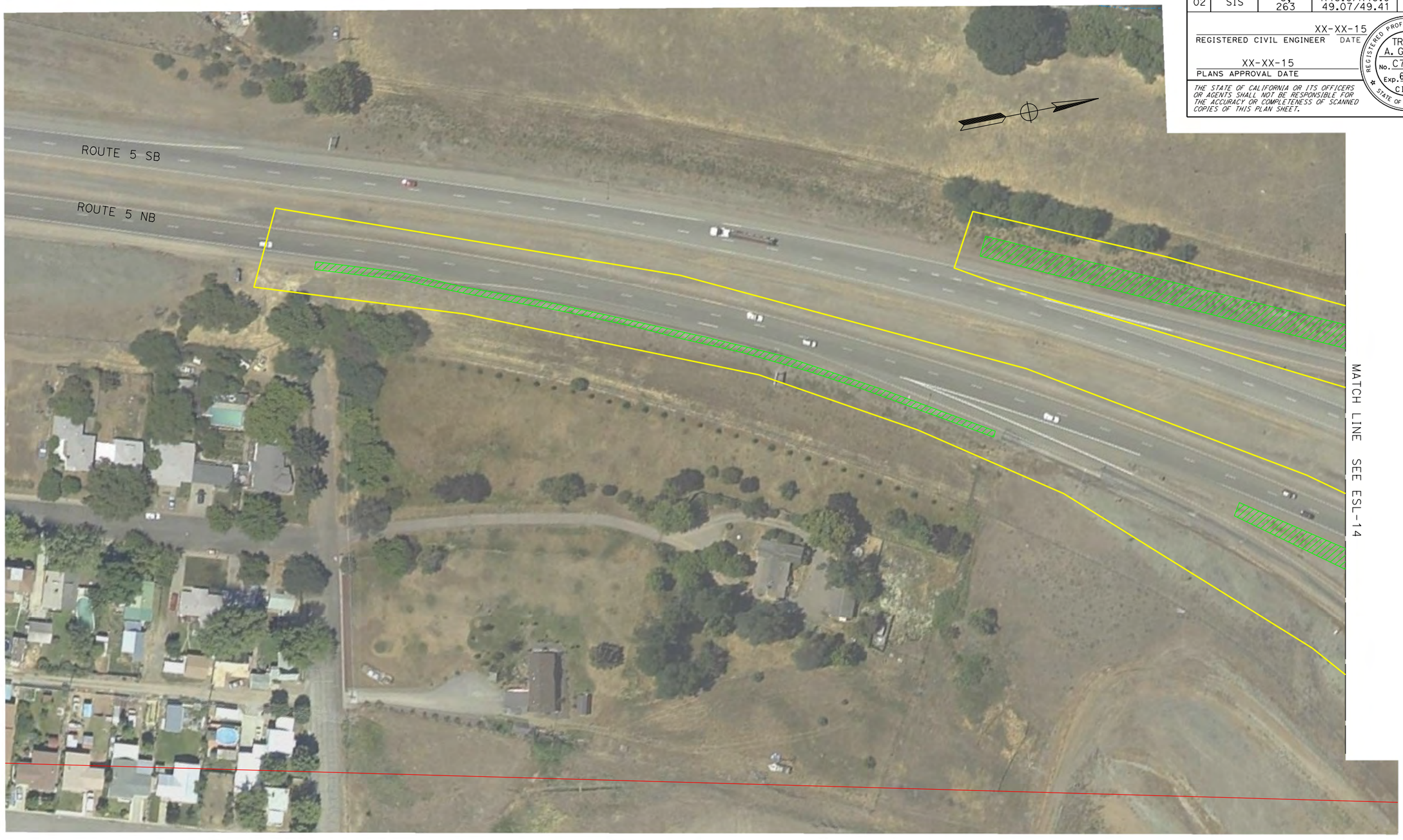
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA



MATCH LINE SEE ESL-14

ESL MAPPING

SCALE: 1" = 50'

ESL-14B

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR
TOBY CRAWFORD

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® **DESIGN**

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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 12:43

BORDER LAST REVISED 7/2/2010

USERNAME => s132331
DGN FILE => 02170000091ESL014B.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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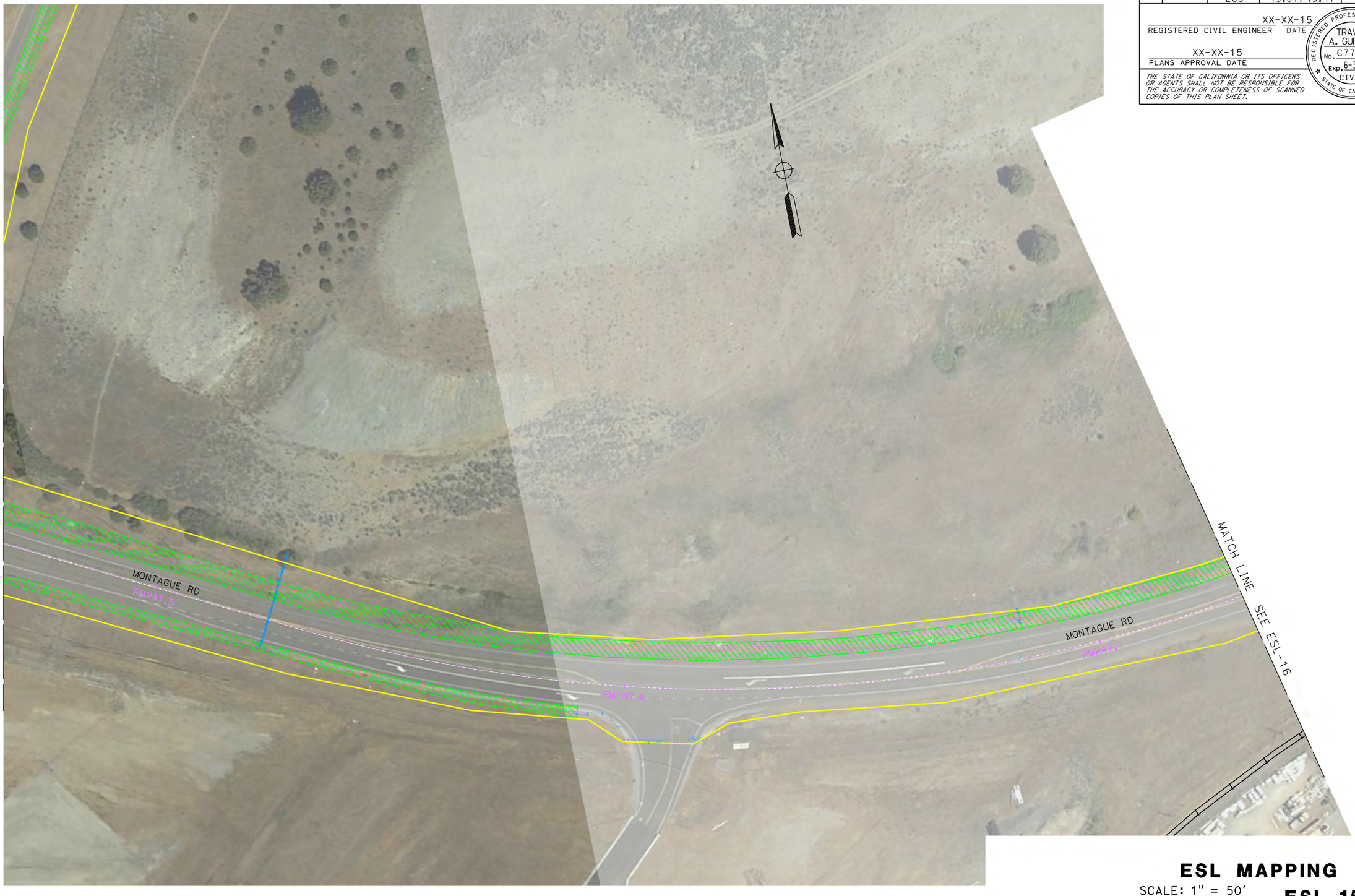

ESL MAPPING

SCALE: 1" = 50'

ESL-15

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: TOBY CRAWFORD

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION | DATE PLOTTED => 28-OCT-2019
10-28-19 | TIME PLOTTED => 12:43

BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 | DGN FILE => 02170000091ESL015.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

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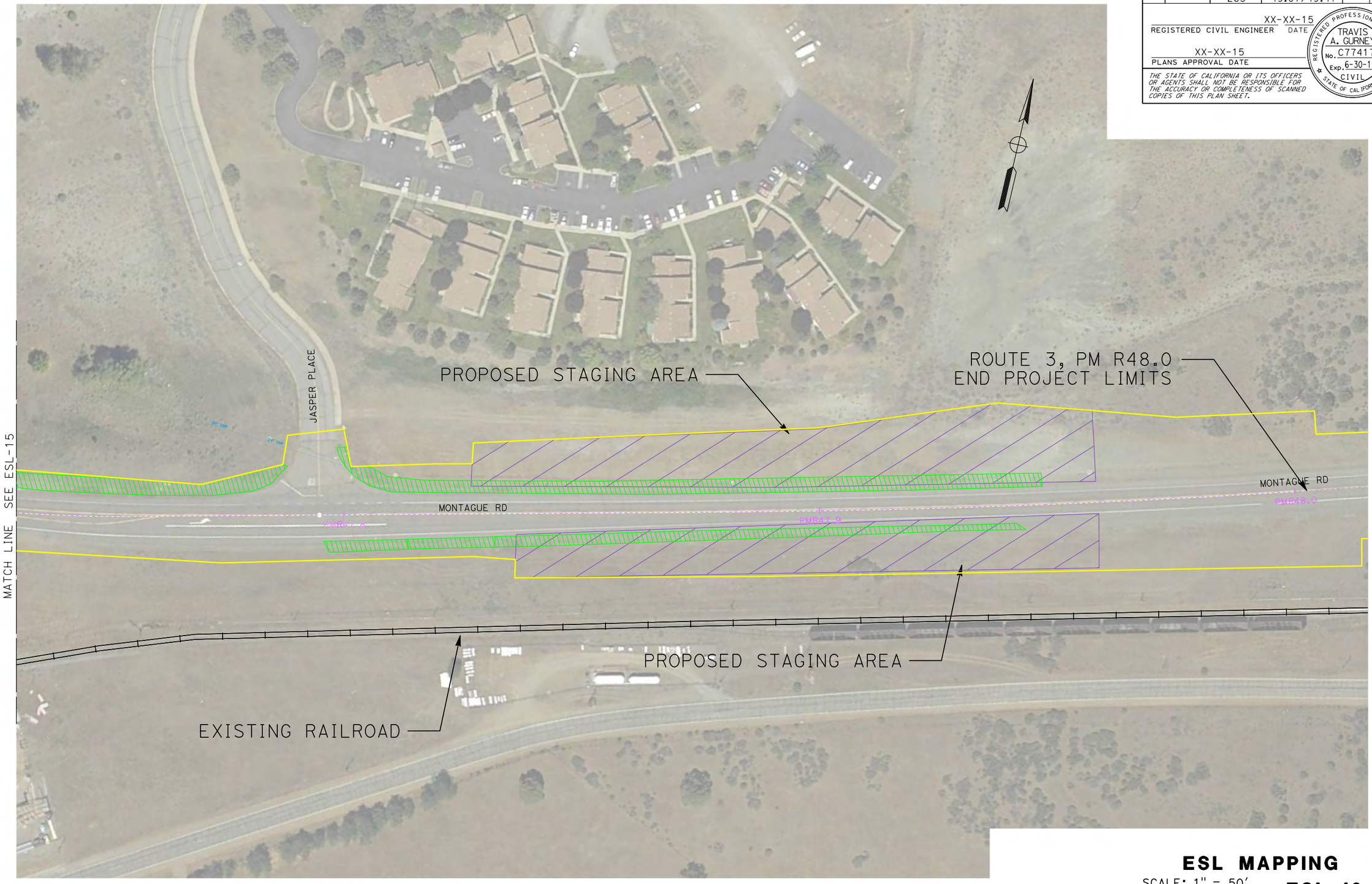
REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA



ESL MAPPING

SCALE: 1" = 50'

ESL-16

REVISED BY | DATE REVISED

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BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 | DGN FILE => 02170000091ESL016.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0316 | PROJECT NUMBER & PHASE 02170000091

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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ESL MAPPING

SCALE: 1" = 50'

ESL-17

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Caltrans® DESIGN

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LAST REVISION | DATE PLOTTED => 28-OCT-2019
10-28-19 | TIME PLOTTED => 12:44

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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ESL MAPPING

SCALE: 1" = 50'

ESL-18

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 10-28-19 | DATE PLOTTED => 28-OCT-2019 | TIME PLOTTED => 12:44

BORDER LAST REVISED 7/2/2010 | USERNAME => s132331 | DGN FILE => 0217000009ESL018.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	SIS	3, 263	R46.8/R48.0 49.07/49.41		?

XX-XX-15
REGISTERED CIVIL ENGINEER DATE

XX-XX-15
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TRAVIS A. GURNEY
No. C77417
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

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ESL MAPPING

SCALE: 1" = 50'

ESL-19

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY
CHECKED BY

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TOBY CRAWFORD

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Caltrans® DESIGN

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LAST REVISION 10-28-19
DATE PLOTTED => 28-OCT-2019
TIME PLOTTED => 14:41

BORDER LAST REVISED 7/2/2010

USERNAME => s134830
DGN FILE => 02170000091ESL019.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0316

PROJECT NUMBER & PHASE 02170000091

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Appendix B Public Comments Received and Responses to Comments

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DEPARTMENT OF TRANSPORTATION
PROGRAM/PROJECT MANAGEMENT
1031 BUTTE STREET, MS#93
REDDING, CA 96001
PHONE (530) 225-3530
FAX (530) 225-3324
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

March 12, 2020

Janet Thomas
Jolley's Club Station
605 South Main Street
Yreka, CA 96097

Dear Ms. Thomas,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Janet Thomas

ADDRESS 605 So. Main Yreka

ORGANIZATION Jolley's Club Saloon EMAIL jthomas5933@sbcglobal.net

I would like to be kept up to date on any changes concerning my property and boardway as my ingress and outgress are on both main and broadway streets.

crosswalk on main at Jolley's going to econo lodge and brand'n iron needs to be addressed.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Caltrans would coordinate with the owner of Jolley's Club Saloon concerning any changes to the property and work occurring near the business.

The crosswalk on Main Street between Econolodge and Brand' N Iron may be re-striped to improve visibility. Traffic striping is also proposed to be reconfigured in this area in a way that is expected to improve pedestrian safety.

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March 12, 2020

Linda Williams
Raley's
1842 Fort Jones Road
Yreka, CA 96097

Dear Ms. Williams,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Raleys - Linda Willems

ADDRESS 1842 Foot Jones Rd C. 916-601 7479

ORGANIZATION Raleys EMAIL 247dir@raleys.com

1. Concerned about customers being able to enter our parking lot.
   - Love that you are using concrete - Thank you

2. Would really appreciate having notifications when we will be impacted to help us with scheduling.

3. Appreciate how well this project is being communicated.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Access to the Yreka Junction shopping mall will be maintained during normal business hours throughout construction. Caltrans will coordinate with local business owners to inform them when work will be scheduled near their businesses.

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Making Conservation a California Way of Life.

March 12, 2020

Kim Vandewalker
1299 South Main Street
Yreka, CA 96097

Dear Ms. Vandewalker,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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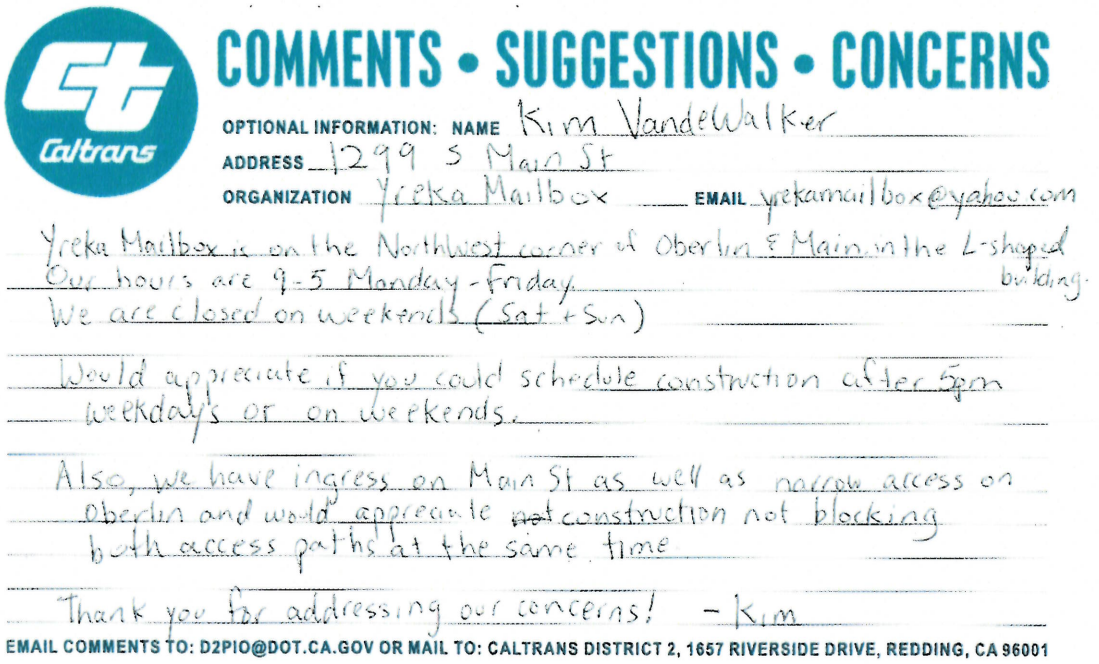
Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov



COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Kim VandeWalker

ADDRESS 1299 S Main St

ORGANIZATION Yreka Mailbox EMAIL yrekamailbox@yahoo.com

Yreka Mailbox is on the Northwest corner of Oberlin & Main in the L-shaped building.
Our hours are 9-5 Monday-Friday
We are closed on weekends (Sat + Sun)

Would appreciate if you could schedule construction after 5pm weekdays or on weekends.

Also, we have ingress on Main St as well as narrow access on Oberlin and would appreciate ~~not~~ construction not blocking both access paths at the same time

Thank you for addressing our concerns! - Kim

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Work would generally be conducted on weekdays and weekends and during day and night so that the project can be completed as quickly as possible and minimize long-term impacts to local businesses. Work at major intersections would be accomplished using ~55-hour, half-closures of the intersection, which would still allow most traffic to move through intersections.

Caltrans and contractor personnel are sensitive to the need to maintain business access and should not need to close both accesses simultaneously.

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Making Conservation a California Way of Life.

March 12, 2020

Scott Billingsley
Siskiyou Transit and General Express
190 Greenhorn Road
Yreka, CA 96097

Dear Mr. Billingsley,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Scott Billingsley

ADDRESS

ORGANIZATION S.Sk.you County STAGE EMAIL Sbillingsley@co.siskiyou.ca.us

Bus stops

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Caltrans is currently coordinating with STAGE to identify opportunities for improvement at existing and proposed new bus stops. The project would facilitate better access to two existing and seven proposed STAGE stops within the project area by improving curbside space and restricting parking in front of bus loading areas by designating the space with painted curb, signs or similar.

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Making Conservation a California Way of Life.

March 12, 2020

Jeff Stone
909 Bennett Drive
Yreka, CA 96097

Dear Mr. Stone,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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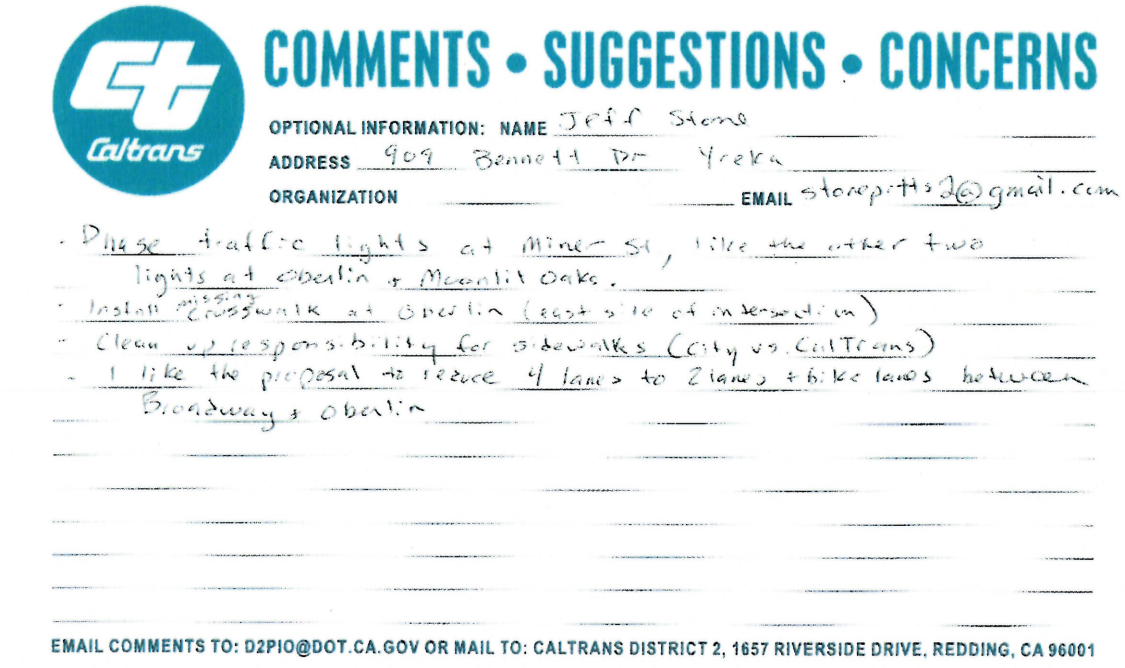
If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov



COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Jeff Stone

ADDRESS 909 Bennett Dr Yreka

ORGANIZATION _____ EMAIL storopitts3@gmail.com

- Phase traffic lights at Miner St, like the other two lights at Oberlin & Mountain Oaks.
- Install crosswalk at Oberlin (east side of intersection)
- Clear up responsibility for sidewalks (City vs. CalTrans)
- I like the proposal to reduce 4 lanes to 2 lanes + bike lanes between Broadway & Oberlin

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Caltrans proposes to improve the traffic signals at the intersection of Main Street and Miner Street and will evaluate the feasibility of improving the signal phasing at this intersection.

Caltrans will evaluate the feasibility of installing a crosswalk at the eastern leg of the intersection of Main Street and Oberlin Road.

Caltrans will acquire additional right-of-way at various locations so that the improved or new sidewalks are entirely within Caltrans' right-of-way. Maintenance of these sidewalks would be determined through a maintenance agreement between Caltrans and the City of Yreka.

The traffic-calming element was included in the project in part because it would improve pedestrian safety along this segment of Main Street.

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TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

March 12, 2020

Grace Bennett
101 South Fairchild Street
Yreka, CA 96097

Dear Ms. Bennett,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Lisa Bennett
ADDRESS 101 S. Fairchild Yreka
ORGANIZATION Collier Interpretive + Information Center EMAIL gben@snowcrest.net

Lights for pedestrians on road from Oberlin to Jolly Club. Bruce St. Crosswalk
Make sure south shoping area congestion plan
Yreka's Bike plan.
Grindings for parking lot at Hibbard Field on Lhamas Road.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment
The proposed project does not currently include the installation of any additional pedestrian lighting, including the area along Main Street between Oberlin Road and Jolley Club Station. New lighting would require a maintenance agreement between Caltrans and the City of Yreka. Rapid flashing beacons are proposed at three crosswalks within the project area, including the intersection of Main Street and Bruce Street (near the Valero gas station). Construction of the rapid flashing beacons depends on a cooperative agreement with the City of Yreka. Caltrans will discuss these options with the City of Yreka to determine their feasibility.

Caltrans will have a traffic management plan in place to minimize traffic congestion during construction. The traffic management plan will apply to all portions of the project area, including the retail shopping centers at the southern portion of the project area. Other methods to reduce traffic congestion during construction include project staging (e.g., timing of work and how the project is built). Caltrans, in cooperation with the City of Yreka, is also evaluating Route 3 south of Moonlit Oaks Avenue for opportunities to improve operations after construction is complete.

Goal CI.5 in the Circulation element in the *City of Yreka General Plan 2002–2022* is to provide safe, convenient and attractive routes for pedestrians and bicyclists of all ages throughout Yreka. The proposed project is consistent with this goal because it includes improvements to existing sidewalks and installation of Class II and Class III bicycle lanes along sections of Main Street.

Asphalt grindings are the property of the contractor and have economic value because they can be recycled into the new roadway materials to reduce project costs. If excess asphalt grindings are available, Caltrans or the contractor will coordinate with the Siskiyou County Golden Fair to determine whether it is feasible to provide excess asphalt grindings to the Fair for their use.

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Making Conservation a California Way of Life.

March 12, 2020

Ken Barnes
West Miner Street Meat Market
200 West Miner Street
Yreka, CA 96097

Dear Mr. Barnes,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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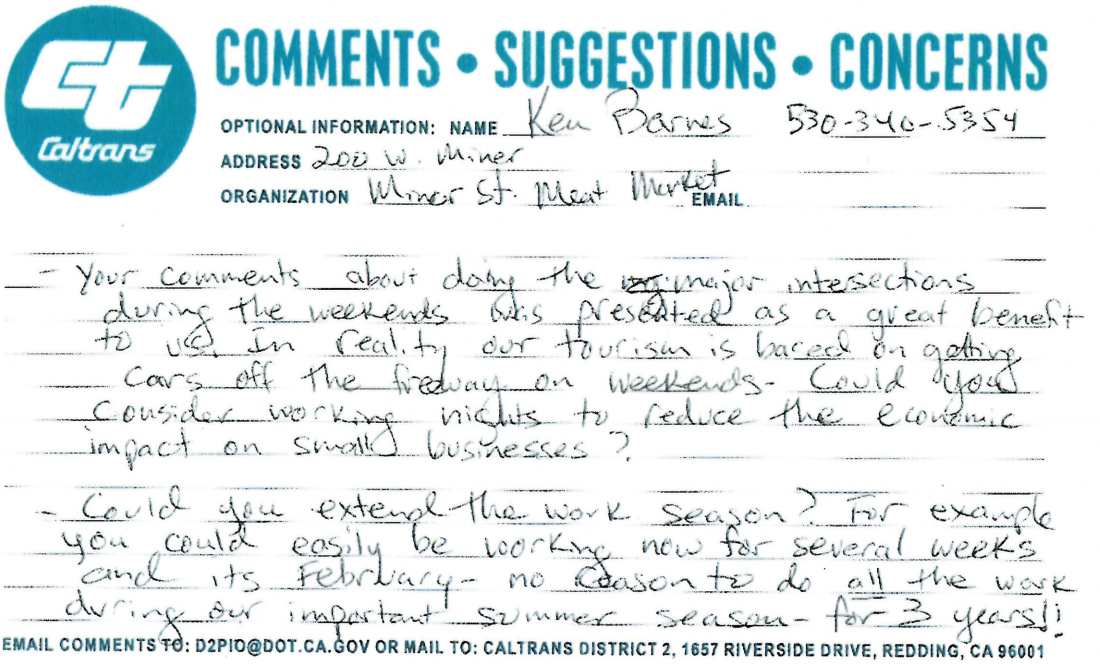
Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov



COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Ken Barnes 530-340-5354

ADDRESS 200 W. Miner

ORGANIZATION Miner St. Meat Market EMAIL

- Your comments about doing the ~~or~~ major intersections during the weekends ~~b~~ is presented as a great benefit to us. In reality our tourism is based on getting cars off the freeway on weekends. Could you consider working nights to reduce the economic impact on small businesses?

- Could you extend the work season? For example you could easily be working now for several weeks and its February - no reason to do all the work during our important summer season - for 3 years!!

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Work would be conducted both on weekdays and weekends, day and night to complete the project as quickly as possible and minimize long-term impacts to local businesses. Work at major intersections would be accomplished using ~55-hour, half-closures of the intersection, always allowing most traffic through the intersections. Caltrans is considering the community and business value of weekends and evaluating alternative closure times (middle weekdays) at locations where small businesses will be most affected. The team seeks to balance acceptable productivity and construction costs with minimized community disruption.

The work season will be extended beyond the (June through August) summer months as the weather allows, to complete the project as quickly as possible.

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March 12, 2020

David Franklin
1516 Dove Lane
Yreka, CA 96097

Dear Mr. Franklin,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME David Franklin

ADDRESS 1516 Bore Lane Yreka CA

ORGANIZATION

EMAIL dafranklin@att.net

Please consider an additional sidewalk at the Main / Oberlin Overpass

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

The proposed project does not include the addition of a new sidewalk along the north side of Oberlin Road beneath the Interstate 5 bridges. Although this portion of Oberlin Road is technically within the Freeway right of way, the construction, maintenance and operation of this local road is the responsibility of the City of Yreka and State Highway Account funds may not be used to construct improvements there.

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March 12, 2020

Cliff Munson
Siskiyou County Golden Fair
1712 Fairlane Road
Yreka, CA 96097

Dear Mr. Munson,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME CLIFF MUNSON

ADDRESS 1712 FAIRLANE RD

ORGANIZATION SISKIYOU GOLDEN FAIR EMAIL CLIFFM@SISGFAIR.COM

WE WOULD LIKE THE GRINDINGS FOR OUR PARKING LOT.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Asphalt grindings are the property of the contractor and have economic value because they can be recycled into the new roadway materials to reduce project costs.

If excess asphalt grindings are available, Caltrans or the contractor will coordinate with the Siskiyou County Golden Fair to determine whether it is feasible to provide excess asphalt grindings to the Fair for their use.

DEPARTMENT OF TRANSPORTATION
PROGRAM/PROJECT MANAGEMENT
1031 BUTTE STREET, MS#93
REDDING, CA 96001
PHONE (530) 225-3530
FAX (530) 225-3324
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

March 12, 2020

Bill Branch
1288 South Main Street
Yreka, CA 96097

Dear Mr. Branch,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Bill Branch

ADDRESS [redacted] 1298 S. Main ST. Yreka CA 96097

ORGANIZATION Dan Palmer Trucking ~~Inc~~ EMAIL bill@danpalmerTrucking.com

Requesting a PDF of the MAP -

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

A pdf map of the project area and pdf's of the other posters from the Open House meeting have been provided to the individual.

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Making Conservation a California Way of Life.

March 12, 2020

Debbie Scott
328 West Miner Street
Yreka CA 96097

Dear Ms. Scott,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Debbie Scott
ADDRESS 328 W Miner St.
ORGANIZATION Zephyr Book & Coffee EMAIL dovelanesscotts@yahoo.com

As a business owner I would love to see additional attention paid to beautifying our main st. I feel that it would assist visitors in having a more pleasant impression of the quality of our town.
If a planted meridian down or within the center of main st. is not a possibility, perhaps some efforts could be made along the side walks or install parklettes instead of a few parking spots here & there.

Many tourist towns are able to safely navigate maintaining planted meridians. There are low maintenance options.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment
Improving the aesthetics of Main Street with planters along sidewalks and use of parklets is not part of the purpose and need of the current project and was therefore not included in the scoped work. During the early planning for the project, Caltrans proposed to incorporate planters into the work scope at various locations within the project area for stormwater treatment. However, the City of Yreka was concerned about the long-term success of plantings and maintenance of planters and the concept was not preferred.

Opportunities may still exist outside of this project for property owners to partner with Caltrans for parklet installations.

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Making Conservation a California Way of Life.

March 12, 2020

Calvin Hays
1010 North Main Street
Yreka, CA 96097

Dear Mr. Hays,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Calvin Hays (530)905-
ADDRESS 1010 N. Main St, Yreka 2443
ORGANIZATION EMAIL

We are ~~at~~ right past the project + want to make sure noone parks on our property without prior permission

Thank you.

Lisa Robustellini
(530) 643-0449

Dec Holly Mathews

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment
Caltrans and our agents (including contractors) will coordinate with property owners to obtain permission before parking vehicles and equipment on private property.

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Making Conservation a California Way of Life.

March 12, 2020

Steve Radford
409 Evergreen Lane
Yreka, CA 96097

Dear Mr. Radford,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Steve Rohrbough

ADDRESS 409 Evergreen Ln Yreka

ORGANIZATION _____ EMAIL Hgh construction @ snowcrest.net

Thanks for coming. Really looking forward to the improvements!

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Caltrans held this public meeting to inform the local community about the proposed project and to receive community input. Thank you for attending.

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Making Conservation a California Way of Life.

March 12, 2020

Josh Gomes
Shasta Valley Chainsaw
1445 South Main Street
Yreka, CA 96097

Dear Mr. Gomes,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Shasta Valley Chainsaw
ADDRESS 1445 South Main St. Yreka Ca. 96097
ORGANIZATION EMAIL Shasta Valley Chainsaw @ email.com
Josh Gomes Owner Cell (530) 598-6614
Shop (530) 842-4270

I would like the Driveway widend. It is hard for a car to pull out and one pull in at the same time. It slows traffic and could cause a accident.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment
Caltrans will coordinate with the owner of Shasta Valley Chainsaw to determine whether it is feasible to widen the driveway entrance along Main Street.

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Making Conservation a California Way of Life.

March 12, 2020

Lynne Anderson
17537 Gopher Ct.
Weed, CA 96094

Dear Ms. Anderson,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

530-STB-8788

OPTIONAL INFORMATION: NAME LYNNE ANDERSON

ADDRESS 17537 GOPHER CT, WEED, CA 96094

ORGANIZATION RETIRED EMAIL NCALGAL2002@GMAIL.COM

- SPECIFY TRAFFIC HANDLING PLANS SUBMITTED BY CONTR. FOR PUBLIC TRAFFIC AND CONST/TRUCKS / SUPPLIERS TRAFFIC. PROHIBIT HEAVY EQUIP. OR TRUCKS ON MINER ST.
- S. OREGON FEEDS INTO EVERGREEN SCHOOL & DIRECTLY PASSES JACKSON ST. SCHOOL & LIBRARY. KEEP THRU TRAFFIC ON MAIN ST.
- FIX TRAFFIC ISSUES AT BROADWAY "Y".
- WINTER SHUTDOWN DURING SNOW MONTHS.
- CHECK FOR WEIGHT LIMITS DUE TO OLD MINING TUNNELS UNDER THE STREETS.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Caltrans has prepared a traffic management plan data sheet that identifies Interstate 5 as the designated detour motorists can use to bypass much of the construction activities. In general, when a lane closure on Main Street is required, both directions of traffic would be shifted to the open lane and median (if available). When a lane closure is required on Main Street between Moonlit Oaks Avenue and Oberlin Road, southbound traffic would use the open lane and northbound traffic would use the Interstate 5 detour. The final traffic management plan and contract traffic specifications will be informed by appropriate weight and size limitations for our construction traffic on the local streets.

Caltrans is attempting to verify no mining tunnels exist under Route 3 or 263 within the project limits.

The City of Yreka is responsible for establishing size and weight restrictions for their local roads. Caltrans will also consider contractual ways to further reduce impacts from construction traffic to local traffic patterns.

Construction activities would continue only while weather permits.

The proposed project would reconfigure the intersection of Main Street and Broadway to improve safety.

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Making Conservation a California Way of Life.

March 12, 2020

Mary Boley
(no address provided)

Dear Ms. Boley,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME MARY BOLEY

ADDRESS

ORGANIZATION ——— EMAIL DOLEYMARY42@gmail.com

intersection of Main St. Broadway & Yreka St. can be a problem.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

The proposed project would reconfigure the intersection of Main Street and Broadway to improve safety.

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Making Conservation a California Way of Life.

March 12, 2020

Larry Meyer
(no address provided)

Dear Mr. Meyer,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Larry Meyer

ADDRESS

ORGANIZATION EMAIL

I request a right turn lane for North Bound Main ST to Moonlight Oaks.

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

The proposed project does not currently include the addition (either through re-striping pavement or roadway widening) of a right-turn-only lane on northbound Main Street to access Moonlit Oaks Avenue. Caltrans will coordinate with the City of Yreka to examine the feasibility of this striping change and its effect on operations.

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www.dot.ca.gov

Making Conservation a California Way of Life.

March 12, 2020

Mike Grifantini
(no address provided)

Dear Mr. Grifantini,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME Mike Grifantini

ADDRESS

ORGANIZATION Citizen EMAIL

Suggest that the segment from Moonlight Dr. to Outsen Rd (along S Main St Hwy 3) be assessed re how to better adress safety with all of the turning off & on from Hwy 3 into businesses

Thanks,
Mike

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

The purpose of the project is to rehabilitate the existing roadway and sidewalks. In cooperation with the City of Yreka, design options are being evaluated to improve operations and turning movements between Outsen Road and Moonlit Oaks Avenue.

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Making Conservation a California Way of Life.

March 12, 2020

(no name or address provided)

Dear Contributor,

The California Department of Transportation (Caltrans) would like to thank you for attending the Open House held for the proposed Yreka Rehabilitation project on February 19, 2020 and for participating in the project delivery process by providing written comments. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

COMMENTS • SUGGESTIONS • CONCERNS

OPTIONAL INFORMATION: NAME

ADDRESS

ORGANIZATION EMAIL

1 FLASHING LIGHT AT CROSS WALK BY VALERO GAS STATION

2 REDUCE SPEED LIMITS

EMAIL COMMENTS TO: D2PIO@DOT.CA.GOV OR MAIL TO: CALTRANS DISTRICT 2, 1657 RIVERSIDE DRIVE, REDDING, CA 96001

Response to Comment

Rapid flashing beacons are proposed at three crosswalks within the project area, including the intersection of Main Street and Bruce Street (near the Valero gas station). Construction of the rapid flashing beacons depends on a cooperative agreement with the City of Yreka.

The proposed project does not propose to change the speed limits on Main Street (Route 3).

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Making Conservation a California Way of Life.

March 12, 2020

Gavin McCreary
California Department of Toxic Substances Control
8800 Cal Center Drive
Sacramento, CA 95826-3200

Dear Mr. McCreary,

The California Department of Transportation (Caltrans) would like to thank you for commenting on the draft Initial Study for the Yreka Rehabilitation project in the City of Yreka in Siskiyou County. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

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Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

Department of Toxic Substances Control

Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

March 2, 2020

Mr. Darrin Doyle
California Department of Transportation
1657 Riverside Drive, MS 30
Redding, California 96001

NEGATIVE DECLARATION FOR YREKA REHAB PROJECT – DATED FEBRUARY 4, 2020 (STATE CLEARINGHOUSE NUMBER: UNKNOWN)

Dear Mr. Doyle:

The Department of Toxic Substances Control (DTSC) received a Negative Declaration (ND) for Yreka Rehab Project. The California Department of Transportation is proposing a roadway rehabilitation 3R project located in the City of Yreka, in Siskiyou County. The project is approximately 4.4 miles in length, and is primarily in an urban, main street setting. The purpose of the project is to rehabilitate the existing pavement to current design standards, increase the service life of the roadway, improve rideability for motorists, provide a multi-modal facility, establish system linkage, and improve safety for pedestrians, bicyclists, and motorists.

DTSC recommends that the following issues be evaluated in the ND Hazards and Hazardous Materials section:

1. The ND should acknowledge historic or future activities on or near the project site that may have the potential to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The ND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in

and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in ND.

3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).

4. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).

5. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the ND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf).

DTSC appreciates the opportunity to review the ND. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: https://dtsc.ca.gov/brownfields/.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,

Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Ms. Lora Jameson, Chief
Site Evaluation and Remediation Unit
Department of Toxic Substances Control
Lora.Jameson@dtsc.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Response to Comment

1. The hazardous waste section of the Initial Study has been modified to acknowledge that the proposed project is located within a primarily urban environment and existing hazardous wastes/toxic substances may be present in the project area. In addition, hazardous wastes/toxic substances could be released during construction as a result of spills and/or leaks. The Initial Study identifies project activities that would require various hazardous waste investigations. If hazardous materials are present and remediation is required, Caltrans would coordinate with the California Environmental Protection Agency to provide oversight.

2. As described in the hazardous waste section, prior to initiating ground-disturbing activities and bridge work, a site investigation for aerially deposited lead and asbestos would be conducted to determine whether hazardous soils/asbestos are present and what actions, if any, would be required.

3. No buildings are proposed to be demolished.

4. No imported soil would be utilized for the project.

5. No prior weed abatement activities or agricultural activities are known within the project area.

DEPARTMENT OF TRANSPORTATION
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www.dot.ca.gov

Making Conservation a California Way of Life.

March 19, 2020

John Richter
1018 Quarry Ct.
Yreka, CA 96097

Dear Mr. Richter,

The California Department of Transportation (Caltrans) would like to thank you for commenting on the draft Initial Study for the Yreka Rehabilitation project in the City of Yreka in Siskiyou County. Your comments are important to us because they help inform the project team, they help refine the project scope and they reveal and highlight aspects of special concern.

All submitted comments and the responses provided have been incorporated into the final Initial Study document being prepared for this project. Your comment and Caltrans' response are attached.

If you have any questions, please contact me at your convenience.

Sincerely,

Sean Shepard

SEAN SHEPARD P.E.
Project Manager
(530) 225-3530
sean.shepard@dot.ca.gov

From: Shepard, Sean E@DOT
To: richter@yreka.us
Cc: Stroud, Wesley D@DOT; Doyle, Darrin@DOT; Gurney, Travis A@DOT
Subject: Yreka Rehab Caltrans District 2 (02-1H520)
Date: Thursday, March 19, 2020 10:21:06 AM
Attachments: 02-1H520 Yreka Rehab Displays (reduced-size).pdf

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Greetings John,

I enjoyed our phone conversation earlier this morning and appreciate the background and clarity you provided for your written questions. Attached is a pdf of the strip map and posters displayed at the Open House meeting in Yreka.

As we discussed, your emailed questions (further informed by our phone conversation) will be answered in writing through our Environmental Analysis division prior to release of the final environmental document. Thanks for your interest.

Sean Shepard, PE
Project Manager, District 2
(530) 225-3530 | (530) 945-1932
Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

From: John Richter <richter@yreka.us>
Date: March 18, 2020 at 4:05:49 PM PDT
To: "Stroud, Wesley D@DOT" <wesley.stroud@dot.ca.gov>
Subject: Yreka Rehab Caltrans District 2

EXTERNAL EMAIL. Links/attachments may not be safe.

Mr. Stroud:

I own property fronting on N. Main St. and Fort Jones Rd. Would you be so kind as to let me know if you are starting the project from the North to the South or South to North?

Will Caltrans be putting in curb, gutter and sidewalks along with handicapped street corners where there are none on Fort Jones Rd?

I know it's a long project but if you can estimate the approximate start and finish dates I would appreciate it.

Thank you,

John Richter
1018 Quarry Ct.
Yreka, CA 96097

530-905-3250

Response:

Order of construction is generally at the contractor's discretion. Construction could occur at multiple locations concurrently, may begin from the north and progress south, or may begin from the south and progress north. If the contractor elects to construct the project moving in a specific direction, it is more likely construction would begin from the south and progress to the north.

Caltrans will consider the feasibility of installing curb, gutter, and sidewalk along with ADA accessible corner ramps where there are none along the west side of State Route 3 (Fort Jones Road) within the project limits near the Walmart shopping center.

Utility relocation/replacement work in the project limits may be performed by parties external to Caltrans beginning in 2021. Construction of the Caltrans project is anticipated to begin in 2022 and is expected to be completed in 2024. Work on utilities/drainages is anticipated to begin in spring/summer 2022 and is expected to be completed in that same year. Curb, gutter, and sidewalk construction is anticipated to begin in 2022 and is expected to be completed in 2023. Pavement restoration typically follows curb, gutter and sidewalk reconstruction and may continue into 2024.