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DEPARTMENT OF TRANSPORTATION
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September 27, 2016

**Subject: Notice of Availability and Intent to Adopt a Mitigated Negative Declaration:
Lance Gulch Road/State Route 299 Intersection Control Project, Weaverville,
CA**

To Whom It May Concern:

This notice is to advise interested parties that an Initial Study has been prepared for the Lance Gulch Road/State Route 299 Intersection Control Project and is available for your review. This information is being circulated in order to solicit comments from public agencies and interested members of the community on environmental issues related to the scope of the Initial Study.

Project Summary

The Trinity County Department of Transportation is considering construction of a roundabout at the intersection of Lance Gulch Road and State Route (SR) 299. Additionally, a new opening to Nugget Lane from SR 299 would be constructed. The intersection was originally planned as a signalized intersection as part of the East Connector Roadway Project, and the signalized intersection remains the “no project alternative”. Work is expected to commence as early as summer 2017. The project site is not identified as a hazardous waste facility, hazardous waste property, or hazardous waste disposal site.

Project Review Period

The 30-day public review period for the Initial Study ends on November 2, 2016.

Public Hearings

Public Hearings on the project will be held by the Trinity County Planning Commission on November 10, 2016 at 7:00 p.m., and by the Board of Supervisors on December 20, 2016 at 10:00 a.m. or as soon thereafter as the matter can be heard. Hearings will take place at the Trinity County Library meeting room, 351 Main Street in Weaverville. Anyone desiring to make a statement may do so, either in writing or in person.

Initial Study Availability

A copy of the Initial Study is available for review at the following locations:

- Trinity County Library, 351 Main Street, Weaverville
- Trinity County Planning Department at 61 Airport Road, Weaverville
- Trinity County Department of Transportation at 31301 State Highway 3, Weaverville

Negative Declaration

September 27, 2016

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Comment Submittal

Written comments may be sent to Janice Smith by mail or email at the following address.

Comments must be received by November 2, 2016.

Janice Smith, Senior Environmental Compliance Manager
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Weaverville, CA 96093
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Sincerely,



Janice Smith
Senior Environmental Compliance Specialist
Trinity County Department of Transportation

PROPOSED MITIGATED NEGATIVE DECLARATION and INITIAL STUDY

Lance Gulch Road/State Route 299 Intersection Control Project
Weaverville, California



Prepared for:

Trinity County Department of Transportation

October 2016

55-05

ENPLAN

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD AGENCY: Trinity County Department of Transportation

PROJECT: The proposed project entails construction of a roundabout at the intersection of Lance Gulch Road and State Route (SR) 299. Additionally, a new opening to Nugget Lane from SR 299 would be constructed across from the Trinity Plaza Shopping Center. A signalized intersection was originally planned and approved as part of the East Connector Roadway Project, also known as Lance Gulch Road, and the signalized intersection remains the “No Project” alternative.

LOCATION: The project site is located in the community of Weaverville, Trinity County, California. See Figure 1 of the Initial Study.

PROJECT PROPOSER: Trinity County Department of Transportation

PROJECT NAME: Lance Gulch Road/State Route 299 Intersection Control Project

FINDINGS

As documented in the Initial Study, project implementation could result in possible effects with respect to take of nesting migratory birds, disturbance of cultural resources, increased soil erosion and water quality degradation, increased air emissions and noise levels during construction activities, exposure of construction workers to hazardous materials, delays to emergency access, and socioeconomic impacts. Design features incorporated into the project would avoid or reduce certain potential environmental impacts, as would compliance with existing regulations and permit conditions. Remaining impacts can be reduced to levels that are less than significant through implementation of the mitigation measures presented in the Initial Study. Because the Trinity County Department of Transportation will adopt mitigation measures as conditions of project approval and will be responsible for ensuring their implementation, it has been determined that the project will not have a significant adverse impact on the environment.

Signature

Date

Name

Title

INITIAL STUDY

**TRINITY COUNTY DEPARTMENT OF TRANSPORTATION
LANCE GULCH ROAD/STATE ROUTE 299 INTERSECTION CONTROL PROJECT
WEAVERVILLE, CALIFORNIA**

October 2016

Prepared for:
**Trinity County Department of Transportation
P.O. Box 2490
31301 State Highway 3
Weaverville, CA 96093**

Prepared by:
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Appendices

Appendix A.

- Intersection Control Evaluation

Appendix B.

- California Natural Diversity Database RareFind Query Summary
- U.S. Fish and Wildlife Service IPaC Trust Resource Report

Appendix C.

- Public Comment Letters
- Public Workshop Comment Cards
- Public Workshop Minutes

I. THE PROJECT

A. Introduction

The Trinity County Department of Transportation (TCDOT) is proposing to construct a roundabout at the intersection of Lance Gulch Road and State Route (SR) 299. Additionally, a new opening to Nugget Lane would be constructed across from the Trinity Plaza Shopping Center. This intersection is located at the eastern end of Weaverville and serves as the southern terminus of Lance Gulch Road, the recently constructed arterial route between SR 299 and SR 3. This intersection also serves residents on Glen Road and businesses on Nugget Lane. The ±13-acre project site is located in the community of Weaverville, California (Figure 1).

The intersection of Lance Gulch Road and SR 299 was originally planned for, programmed, and approved as a signalized intersection as part of Phase 2 of the East Connector Roadway Project. As such, the proposed roundabout would be treated as a change order to the existing Phase 2 construction contract. Funding would be obtained from the funding already authorized for Phase 2, with a contribution from the Caltrans District 2 State Highway Operation and Protection Program (SHOPP), a Highway Safety Improvement Program (HSIP) grant, and local funds.

B. Project Objectives

As described in the Environmental Impact Report (EIR) prepared for the East Connector Roadway Project (also referred to herein as Lance Gulch Road), vehicle congestion in Weaverville is the result of the large volume of vehicles traveling on SR 299, SR 3 and Washington Street, a local major collector. SR 299 serves as the primary regional connection between Eureka in Humboldt County and Redding in Shasta County, while SR 3 is the main north-south highway through Trinity County. Before Lance Gulch Road was built, the Weaverville street pattern requires almost all vehicle trips in the area to travel on the state highway system, thereby increasing turning movements and congestion on SR 299 and SR 3. The only alternative was to travel on Washington Street, past an elementary school and public park. The Circulation Element of the Trinity County General Plan identifies the resulting traffic-related issues: 1) increasing seasonal traffic congestion which creates potential safety issues and adverse impacts to the community; 2) during peak periods, vehicle movements along SR 299 are slowed, while movements onto the highway experience significant delay; and 3) conflicting traffic movements (turns from side streets, delivery trucks, etc.) cause additional delays. The combination of traffic on SR 299 and reliance on Washington Street also created significant delays for vehicles entering SR 299 from Washington Street, warranting a traffic signal.

To alleviate congestion through Weaverville, the East Connector Roadway Project was approved by TCDOT in 2003. The project entailed construction of Lance Gulch Road, a 1.3-mile two-lane, undivided, limited-access arterial road along the east side of Weaverville, that connects SR 299 across from Glen Road, to SR 3 across from Five Cent Gulch Street in northern Weaverville. In addition to the arterial road, the project included bridge crossings, pedestrian/bicycle facilities, and a new traffic signal at the intersection of Lance Gulch Road and SR 299. At the time, the existing intersection of Glen Road and SR 299 had only turn lanes and stop signs on Glen Road (the minor approach). Since the construction of Lance Gulch Road, traffic at the intersection has been controlled by 4-way stop signs. This method of traffic control is an interim solution before a permanent traffic control device is installed.

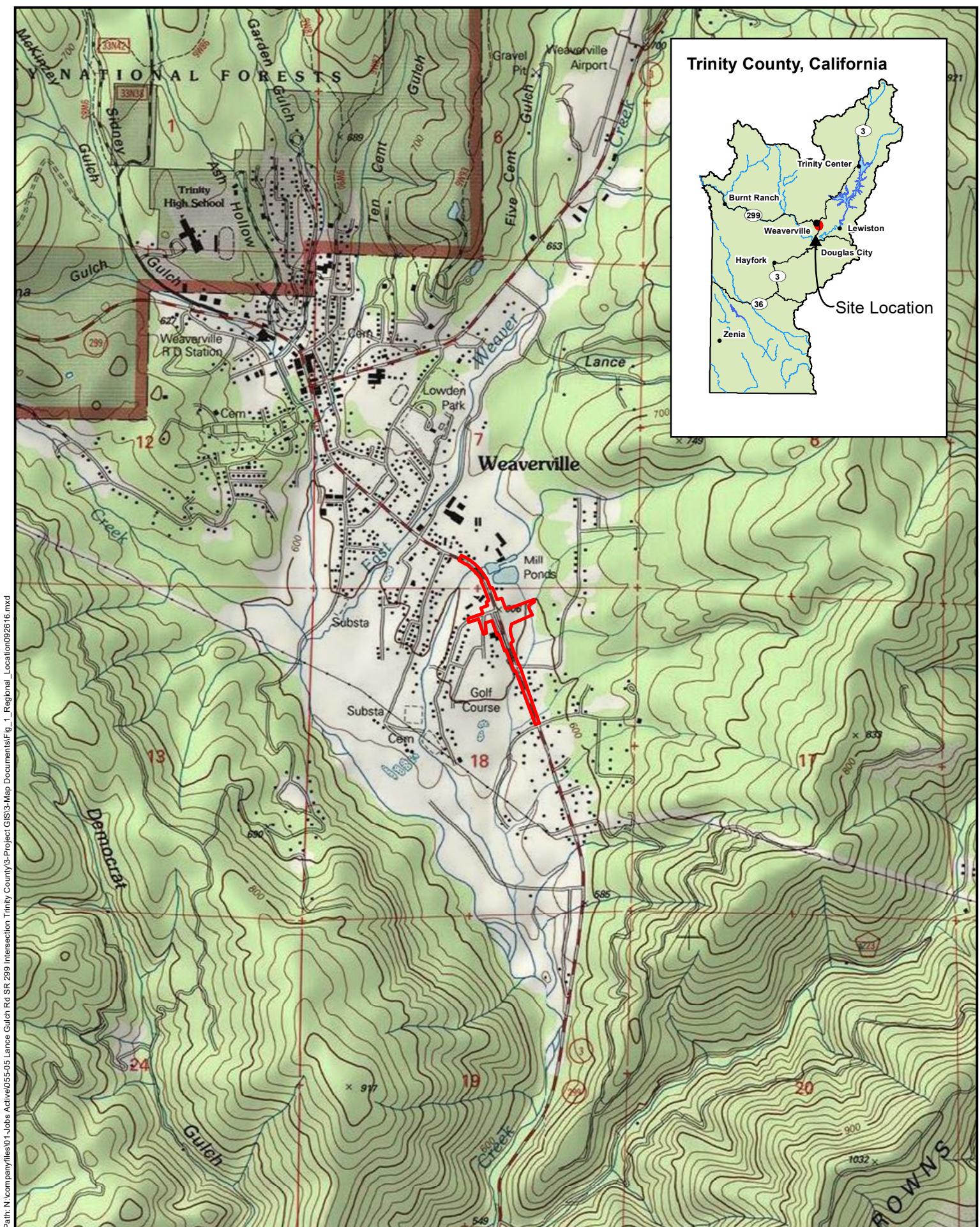


Figure 1
Regional Location

All depictions are approximate. Not a survey product.

09.26.16



ENPLAN

Subsequent to project approval, TCDOT is considering a roundabout intersection as an alternative to the signalized intersection, which has not yet been constructed. The signalized intersection was a point of controversy within the community during preparation of the East Connector Roadway Project EIR. Concerns specific to the intersection included potential access limitations to businesses on Nugget Lane and removal of a commercial building containing a shoe store (now a nail salon, "U.S. Nails"), and loss of parking. However, those concerns were mitigated in the final design, so that the signalized intersection would not affect access to businesses or cause loss of buildings or parking. The remaining concern was one of aesthetics and community character. A signalized intersection would be the first and only signal in Trinity County, which was also an issue raised within the community. On the positive side, a signal was expected to create gaps in SR 299 traffic flow, benefitting other intersections with SR 299, including Washington Street.

In 2015, during construction of Lance Gulch Road, an Intersection Control Evaluation (ICE) was prepared to ensure the appropriate traffic control device was installed at the new intersection. The results of the ICE indicated that a roundabout would be the preferred method of traffic control to improve vehicular and pedestrian safety. The SR 299 and Lance Gulch Road intersection has an overall vehicle accident rate greater than the statewide average for a similar intersection. The higher than average vehicle accident rate at this location may be partly attributable to the existing two-way left turn lane along this stretch of SR 299. This location also presents a safety hazard for pedestrians crossing between businesses on the west side of SR 299 and the Trinity Plaza Shopping Center on the east side of SR 299.

The objective of the proposed project is to construct a roundabout in support of Lance Gulch Road that would facilitate better circulation and traffic flow than a signalized intersection, accommodate the longer STAA trucks on State Highway 299 and on Lance Gulch Road, conform to the rural aesthetics of the community, and increase vehicular and pedestrian safety.

C. Project Description

As shown in Figure 1, the ±13-acre project site is located in Sections 7 and 18, T33N, R9W, on the U.S. Geological Survey's Weaverville 7.5-minute quadrangle. An aerial photograph of the project site is provided in Figure 2. Specific details regarding the final design of the roundabout intersection are not yet complete. However, as shown in the Alternative Design sketches by Kittelson & Associates, Inc. (Figures 3 and 4) and described below, two roundabout designs are being analyzed during the environmental review process. Both alternatives retain the existing SR 299 alignment. In addition, there are three sub-alternatives that address additional access from SR 299 to Nugget Lane (Figure 5). Lastly, the no-project alternative, the original traffic signal design, is shown in Figure 6.

Traffic Control Alternatives

Alternative 1 – Roundabout Design A (Figure 3): Retain the Lance Gulch Road and Glen Road alignments with a roundabout shifted south. This alternative precludes access between Glen Road and Nugget Lane south of the roundabout. A turnaround would be provided on Nugget Lane south of Glen Road near U.S. Nails and Radio Shack. U.S. Nails and Radio Shack would remain, although approximately 17 parking spaces would be removed making it likely that a portion of the building would need to be removed to accommodate parking. Alternative 1 would shift the North Nugget Lane/Glen Road intersection approximately 12-15 feet west. This shift would provide separation from the pedestrian crossing on Glen Road and would allow traffic from Nugget Lane north of Glen Road to avoid the splitter island and turn right or left onto



Figure 2

Project Location

All depictions are approximate. Not a survey product. 09.26.16



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300 Feet

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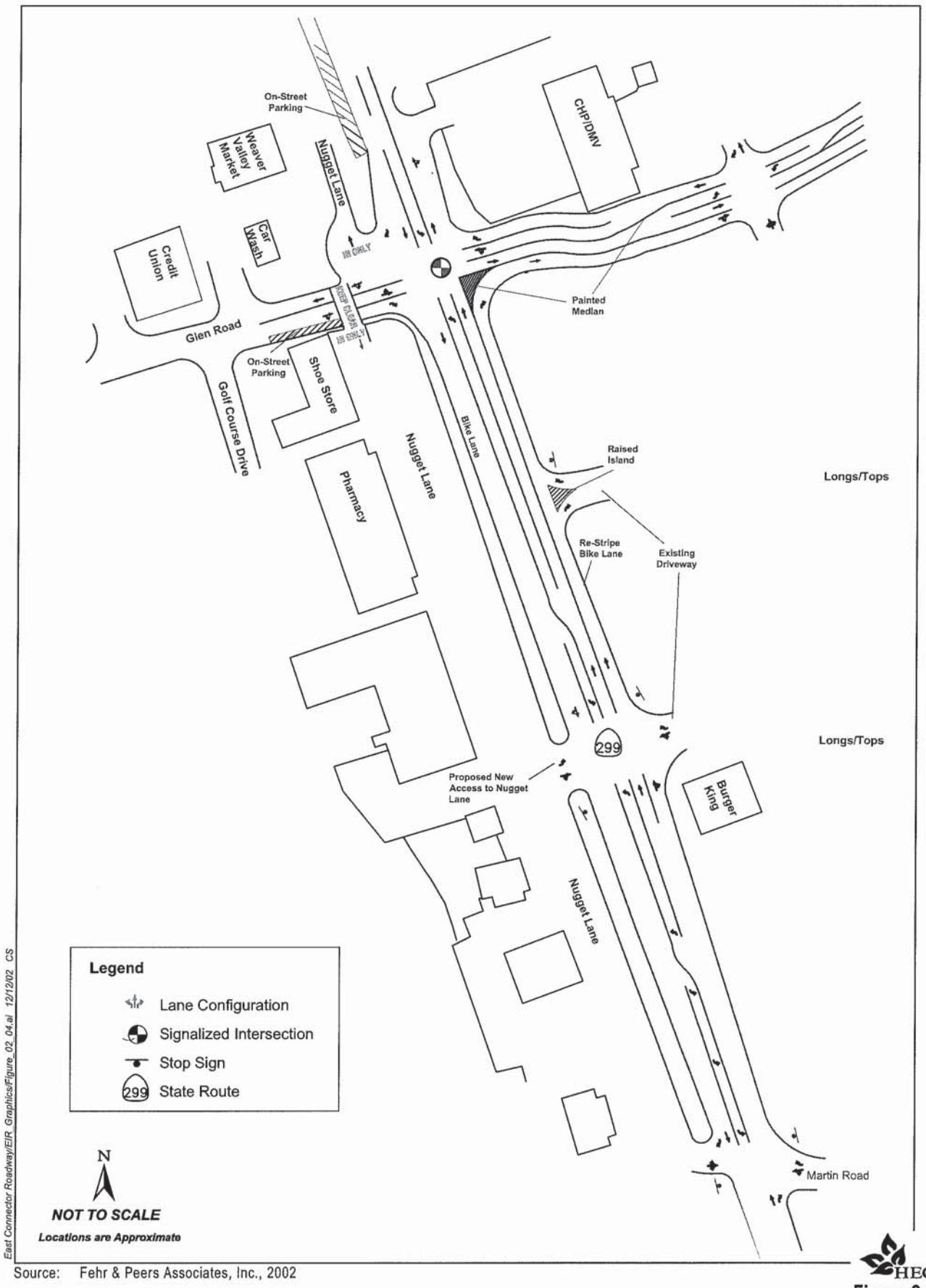


Figure 6
“No Project” Alternative – Signalized Intersection

Glen Road.

Alternative 2 – Roundabout Design B (Figure 4): Retain the Lance Gulch Road alignment and shift the Glen Road alignment to the south. The entire U.S. Nails//Radio Shack building would be demolished, and approximately 23 parking spaces would be eliminated. The North Nugget Lane/Glen Road intersection would shift west until it is straight across from Golf Course Drive. Traffic from North Nugget Lane would be able to turn right or left onto Glen Road or travel straight across Glen Road directly to Golf Course Drive.

No access onto Glen Road from Nugget Lane south of Glen Road would be provided by either of the roundabout alternatives.

Both roundabout alternatives include additional access to Nugget Lane from SR 299. This access would occur across from the Trinity Plaza Shopping Center (see sub-alternatives). The preliminary designs in Figures 3 and 4 indicate that access in and out of the California Highway Patrol (CHP)/Department of Motor Vehicles (DMV) parking lot on SR 299 would remain as it currently exists allowing all turning movements in and out.

“No Project” Alternative – the baseline condition is considered the signalized intersection as designed in the Phase 2 Plans, Specifications, and Estimates (PS&E) development package. This alternative is similar to Sub-Alternative C in the East Connector Roadway Project EIR but access to Nugget Lane from Glen Road would stay open in both directions (Figure 6). The additional access to Nugget Lane from SR 299 across from the Burger King would not be constructed.

The “No Project” alternative, or the signal, was previously analyzed in the East Connector EIR, but was subsequently modified where the impacts were further reduced. The signal is considered the “No Project” alternative because this is the alternative that has already been analyzed, programmed for funding, and approved. If the environmental analysis determines that no roundabout should be built, the project will default back to the signalized intersection as previously planned. Although the signal was previously analyzed under the East Connector EIR, this alternative is addressed in this document. See “Analysis of Alternatives” below for details on the information contained in this Initial Study.

Sub-Alternatives for Nugget Lane Access

Sub-Alternative A – A new opening to Nugget Lane from SR 299 would be provided across from the existing driveway adjacent to Burger King in the Trinity Plaza Shopping Center. Although farther away from the roundabout, this alternative is less desirable because vehicles could cross SR 299 to the Burger King entrance, which would create a traffic impact. In addition, an access opening at this location would be more difficult for California Legal trucks to access the Floor Store, Radio Shack and other businesses on Nugget Lane south of Glen Road because they would have to back up on Nugget Lane for approximately 200 to 300 feet.

Sub-Alternative B – A new opening to Nugget Lane from SR 299 would be provided across from the driveway to CVS Pharmacy in the Trinity Plaza Shopping Center. This access is more desirable, as eastbound California Legal trucks could make a right turn into Nugget Lane, and have a reduced distance to back up toward the Floor Store and U.S. Nails/Radio Shack to make deliveries before exiting at the south end of Nugget

Lane opposite Martin Road. Left turns in and out of Nugget Lane and through movements across SR 299 would be prohibited by the splitter island in the median.

Sub-Alternative C – Similar to Sub-Alternative B, except the new opening to Nugget Lane from SR 299 would be shifted midway between and opposite from the CVS Pharmacy driveway and the Burger King driveway in the Trinity Plaza Shopping Center. Sub-Alternative C is the preferred alternative as it provides additional distance between the pedestrian crossing at the roundabout and the driveway entrance/exit, while reducing the distance that delivery trucks would have to back up on Nugget Lane. Although the intersection would be clear of the splitter island, left turns in and out of Nugget Lane and through movements across SR 299 would be prohibited to maintain orderly traffic. Only right turns into and out of Nugget Lane would be allowed. Trucks could make a right turn into this entrance, but would have to exit at the south end of Nugget Lane opposite Martin Road.

No access onto Glen Road from Nugget Lane south of Glen Road would be provided by any of the sub-alternatives.

Analysis of Alternatives Contained within this Initial Study

The analyses provided in Section III, “Environmental Checklist Form,” of this Initial Study, tier off the East Connector Roadway Project EIR, pursuant to Section 15152 of the State CEQA Guidelines. The analysis compares the potential environmental impacts of construction and operation of a roundabout to significance conclusions of the signalized intersection, as presented in the East Connector Roadway Project EIR or of signals in general. In some cases, the two alternatives for a roundabout design, Alternative 1 and Alternative 2, as well as the sub-alternatives, do not differ in terms of environmental impacts; however, it will be indicated in each section whether impacts are specific to one of the alternatives or to a roundabout design in general, as appropriate.

Construction Considerations

Construction would involve activities such as site preparation (asphalt removal), trenching for utilities, grading, paving, laying down concrete truck aprons, striping, installing sidewalks, and installation of signage. For either of the roundabout alternatives, infrastructure and utilities southeast of the intersection would require relocation including light poles, and underground water, power, cable, and phone lines. Typical equipment necessary to construct the proposed project would include backhoes, graders, trenchers, haul trucks, water trucks, compactors, and excavators.

Construction is anticipated to take approximately four to six months, beginning as early as summer 2017.

Right-of-Way

Portions of the parcels containing U.S. Nails and Radio Shack south of Glen Road, and the vacant portion of the Weaverville Market property (formerly a carwash) Weaverville Market north of Glen Road would be acquired, in fee, from private property owners. A portion of the vacant parcel south of Lance Gulch Road may be acquired, in fee, from private property owners as well. These parcels along with other parcels located within the project site are addressed in detail in Section IV, “Community Impacts.” Work on SR 299 would be subject to an encroachment permit from the California Department of Transportation (Caltrans).

D. Permits and Approvals

The following permits and approvals will be needed prior to implementation of the proposed project:

- Trinity County – Approval of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the proposed project.
- North Coast Regional Water Quality Control Board – Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) storm water permit for general construction; SWPPP.
- Caltrans – Issuance of an Encroachment Permit.

Documentation

Leigh, Scott & Cleary, Inc. (LSC). 1998. Weaverville Basin Traffic Circulation Study Final Report. Prepared for the Trinity County Transportation Commission. October 20. (cited in the East Connector Roadway Project EIR).

Trinity County Planning Department. 2002. Trinity County General Plan, Circulation Element. Trinity County, CA. Prepared by LSC Transportation Consultants, Inc. Tahoe City, CA. <http://docs.trinitycounty.org/Departments/Planning/Circulation%20Element.pdf>. Accessed September 2016.

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

II. ENVIRONMENTAL SETTING

General Plan Designation: The Trinity County General Plan designates the project site as Commercial (C) or as Caltrans or County right-of-way.

Zoning: Trinity County zoning identifies the project site as General Commercial (C-2), Highway Commercial (HC), or as Caltrans or County right-of-way.

Surrounding Land Uses: The area northeast of the Lance Gulch Road/SR 299 intersection contains three parcels featuring three buildings that contain multiple businesses such as Coldwell Banker, a hair salon, and the CHP/DMV. A vacant lot and the Trinity Plaza Shopping Center containing a CVS Pharmacy, Burger King and other businesses are located to the southeast of the intersection. Various businesses occupy Nugget Lane to the southwest of the intersection, including a building containing U.S. Nails, Radio Shack, and office space. Other businesses such as Weaverville Market and Plotzke Ace Hardware are located to the northwest of the intersection (just north of Glen Road).

Topography: The project site is located approximately 1,991 feet above sea level (U.S. Geological Survey, 1982) and has level to gently sloping terrain.

Soils: According to the Natural Resources Conservation Service, one soil unit has been mapped within the project site: Urban Land-Xeralfs Complex, 5 to 30 percent slopes.

Vegetation: The project site is primarily developed with urban uses. Naturalized vegetation is limited to some nonnative annual grasses and forbs along the roadside margins, such as ripgut brome, medusa-head, and yellow star-thistle, Himalayan blackberry, and sweet pea. The roadside ditch along Nugget Lane is landscaped with young ornamental trees and shrubs.

Water Features: The only water feature in the project site is a roadside ditch. This ditch is not subject to jurisdiction of the U.S. Army Corps of Engineers. No wetlands are present on the project site (Gibson & Skordal 2013).

Documentation

ENPLAN. Field evaluation. July 2, 2015, April 29 and June 22, 2016.

Gibson & Skordal, LLC Wetland Consultants. Jurisdictional Delineation Report, Trinity County East Connector. Revised April 2013.

Trinity County Resource Conservation District. Land Records Geodatabase. Last updated October 28, 2014.

U.S. Department of Agriculture, Natural Resources Conservation Service. 2016. Web Soil Survey. <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Accessed May 2016.

U.S. Geological Survey. 1982. Weaverville, Calif. 7.5-minute Quadrangle.

III. ENVIRONMENTAL CHECKLIST FORM

A. Environmental Factors Potentially Affected

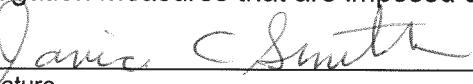
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Transportation/Circulation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Noise | |
| | <input type="checkbox"/> Population and Housing | |

B. Determination (To be completed by the Lead Agency)

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 has been 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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.


Signature

Janice Smith
Name

9/27/2016
Date

Senior Environmental Compliance Specialist
Title

C. Evaluation of Environmental Impacts

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- | | | |
|--|--|---|
| <ul style="list-style-type: none">■ Aesthetics■ Agricultural and Forestry Resources■ Air Quality■ Biological Resources■ Cultural Resources■ Geology and Soils | <ul style="list-style-type: none">■ Greenhouse Gas Emissions■ Hazards and Hazardous Materials■ Hydrology and Water Quality■ Land Use and Planning■ Mineral Resources■ Noise | <ul style="list-style-type: none">■ Population and Housing■ Public Services■ Recreation■ Transportation/Circulation■ Utilities and Service Systems■ Mandatory Findings of Significance |
|--|--|---|

The environmental analysis in this section is patterned after the Initial Study Checklist recommended in the State CEQA Guidelines. For the preliminary environmental assessment undertaken as part of this Initial Study, a determination that there is a potential for significant effects indicates the need to more fully analyze the project's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the project. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less-Than-Significant Impact.** The project will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Potentially Significant Impact Unless Mitigation Incorporated.** The project will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The project will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

1. AESTHETICS. 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. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Discussion

a, c.

The proposed project entails construction of a roundabout at the intersection of Lance Gulch Road and SR 299. Views from the intersection are dominated by commercial development, with some industrial uses. As described in the East Connector Roadway Project EIR, although SR 299 is a designated Scenic Byway, the project area is highly developed; therefore, modification to the intersection's traffic control device—roundabout or signal—would not substantially alter the quality of views along SR 299. Because the roundabout would not introduce a signal, which would be the County's first signal, the proposed project would better conform to the rural nature of the community. In addition, the roundabout would offer the opportunity for an aesthetic treatment that would serve as a "gateway" or welcome into the community, where motorists would be aware of entering the community. A signal does not provide this opportunity. Figures 7 and 8 show visual simulations of a roundabout at the intersection of Lance Gulch Road and SR 299. A landscape version and a hardscape version are included to display potential design options for the roundabout once constructed. The resulting visual character of the site would be consistent with that of the surrounding area. Visual impacts resulting from implementation of the proposed project would be considered less than significant, and either roundabout alternative would have slightly less visual impact than a signal.

b.

Although SR 299 is eligible for designation as a State Scenic Highway, it is not an officially designated State Scenic Highway; thus, neither the proposed project, nor the signal, would damage scenic resources within a designated State Scenic Highway.

d.

The proposed project would include new sources of street lighting located at and approaching the roundabout, as well as additional and/or relocated street lighting on either side of Glen Road and on Nugget Lane. However, this lighting would be located in an area that is already lit by street lights, exterior building lighting, and illuminated signs at the Trinity Plaza Shopping Center. Potentially reflective surfaces would be limited to street signage and striping. The resulting lighting intensity and potential for glare would be similar to levels widely experienced throughout developed areas of the state, and would not be substantial. As such, the project would not introduce new sources of substantial light or glare that would adversely affect day or nighttime views. Potential impacts of a roundabout with respect to light and glare would be considered slightly less than a signal, which would emit additional colored lighting.

Mitigation

None necessary

Documentation

California Department of Transportation. 2016. Scenic Highway Mapping System. Trinity County.

http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed September 2016.
ENPLAN. Field evaluation. July 2, 2015, April 29 and June 22, 2016.
Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.
U.S. Forest Service. 2016. Trinity Scenic Byway.
<http://www.fs.usda.gov/recarea/stnf/recreation/recarea/?recid=6535&actid=105>. Accessed May 2016.



Figure 7
Landscape Visual Simulation

Created by: Jeff Perry, Luminar Media
August 2016



Figure 8
Hardscape Visual Simulation

Created by: Jeff Perry, Luminar Media
August 2016

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. AGRICULTURAL AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and 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 §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §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?

Discussion

a.

Trinity County is not currently included in the Farmland Mapping and Monitoring Program survey area, and mapping data is not available. However, field observations and review of zoning designations for the site and surrounding areas confirm that the site and surrounding lands are not used or zoned for commercial agricultural use. Accordingly, no farmland would be converted to a non-agricultural use as a result of project implementation, or as a result of implementation of the signal.

b, e.

No lands in or adjacent to the project site are used for agricultural production, zoned for agricultural use, or subject to a Williamson Act contract. Neither implementation of the proposed project nor the signal, would change the on-site land use or result in the conversion of off-site lands from farmland to non-agricultural use.

c, d.

The project site is not zoned as forestland or timberland by the County, and does not support forest land. The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production. Neither the proposed project nor the signal would result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation

None necessary

Documentation

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Trinity County Resource Conservation District. 2014. Land Records Geodatabase. Last updated October 28, 2014.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?

Discussion

a-d.

Both the Federal and State governments have developed standards for air pollutants of principal concern. Pollutants for which national ambient air quality standards have been developed are nitrogen dioxide (NO_2), ozone (O_3), sub 2.5-micron particulate matter ($\text{PM}_{2.5}$), sub 10-micron particulate matter (PM_{10}), sulfur dioxide (SO_2), carbon monoxide (CO), and lead (Pb). The State has adopted similar or more stringent criteria for these pollutants and has also adopted standards for hydrogen sulfide (H_2S), vinyl chloride, and visibility reducing particles. These ambient air quality standards are intended to address regional air quality conditions, not project-specific emissions.

Trinity County is in compliance with the Federal and State Clean Air Act for all criteria pollutants (considered attainment or unclassified). The North Coast Unified Air Quality Management District (NCUAQMD), which is comprised of Trinity, Humboldt, and Del Norte Counties, adopted Rule 110 to establish pre-construction review requirements for new and modified stationary sources of air pollution. Rule 110 also provides mechanisms, including emission offsets, by which authorities to construct for such sources may be granted without interfering with the attainment or maintenance of ambient air quality standards. As depicted in Table 1, consistent with Rule 110, the NCUAQMD has adopted daily and annual emission thresholds used in conjunction with an air emissions modeling program. These thresholds were developed to evaluate operational emissions. Additionally, according to NCUAQMD staff (Jason Davis, pers. comm.), they provide general guidance for the purpose of evaluating construction emissions.

Table 1
NCUAQMD Significance Thresholds

Pollutant	Significance Thresholds	
	Daily (pounds/day)	Annual (tons/year)
Carbon Monoxide (CO)	500.0	100
Fluorides	15.0	3.0
Hydrogen sulfide	50.0	10.0
Lead	3.2	0.6
Nitrogen Oxides (NO _x)	50.0	40.0
Particulate Matter (PM ₁₀)	80.0	15.0
Particulate Matter (PM _{2.5})	50.0	10.0
Reactive Organic Gases (ROG)	50.0	40.0
Reduced Sulfur Compounds	50.0	10.0
Sulfur Oxides (SO _x)*	80.0	40.0
Sulfuric Acid Mist	35.0	7.0
Total Reduced Sulfur Compounds	50.0	10.0

*Comprised primarily of sulfur dioxide (SO₂), with lesser sulfur-based compounds

Source: NCUAQMD Rules and Regulations, Rule 110

The proposed project would not result in long-term operational emissions because it would not result in an increase in traffic volume. The proposed roundabout would generate lower vehicle emissions when compared to the signalized intersection that was approved as part of the East Connector Roadway Project because the roundabout would minimize idling times. The Intersection Control Evaluation (ICE) by Fehr & Peers compares emissions of the roundabout with those of the traffic signal. The ICE found that “peak hour fuel use and therefore pollutant emissions would be higher with the signal than the roundabout option” (see Table 7 of the ICE, Appendix A). Because the air quality impacts of the traffic signal were found to be less than significant, air quality impacts of the roundabout would also be less than significant.

The proposed project would result in short-term emissions during project construction. The traffic signal would generate less construction emissions, because it would entail only trenching, wiring, and erecting the signal poles. To estimate emissions resulting from construction of the roundabout, the CalEEMod air emissions modeling program (CalEEMod 2013.2.2) was employed. The software provides results for NO_x, PM_{2.5}, PM₁₀, SO₂, CO, reactive organic gases (ROG)/volatile organic compounds (VOC), and carbon dioxide (CO₂). The remaining pollutants of State concern include lead, ozone, hydrogen sulfide, vinyl chloride, and visibility reducing pollutants. As defined in Rule 110, the remaining pollutants of NCUAQMD concern include fluorides, reduced sulfur compounds, total reduced sulfur compounds, and sulfuric acid mist. These pollutants are evaluated on an individual basis. CO₂ is not addressed as a pollutant of concern, but is of interest because it is a common greenhouse gas (see Section III.C.3, “Greenhouse Gas Emissions”).

Table 2
Projected Construction Emissions

	NO _x	PM _{2.5}	PM ₁₀	SO ₂	CO	ROG/ VOC	CO ₂
Daily Emissions (lbs/day) (Peak)	43.72	2.96	5.05	0.07	35.93	4.13	7,080.41
Total Construction Emissions (tons)	0.28	0.03	0.02	0.00	0.24	0.04	33.23

As shown in Table 2, construction emissions calculated through the use of CalEEMod would not exceed the significance thresholds listed in Table 1. Likewise, the proposed project would not result in significant impacts associated with lead, ozone, hydrogen sulfide, vinyl chloride, visibility reducing pollutants, fluorides, reduced sulfur compounds, total reduced sulfur compounds, or sulfuric acid mist, as discussed below.

- According to the U.S. Environmental Protection Agency (EPA), the majority of lead emissions produced nationally are associated with combustion of leaded aviation gasoline by piston-driven aircraft. Elevated levels of airborne lead at the local level are usually found near industrial operations that process materials

containing lead, such as smelters. As these conditions are not applicable to the proposed project, the potential for lead emissions is less than significant.

- Ozone is formed primarily from photochemical reactions between two major classes of air pollutants: ROGs and nitrogen dioxide. ROGs are emitted from a variety of sources, including motor vehicles, chemical manufacturing facilities, refineries, factories, consumer and commercial products, and natural (biogenic) sources (mainly trees). Nitrogen dioxide emissions are primarily emitted from motor vehicles, power plants, and off-road equipment. Because project construction would generate relatively low amounts of both ROG and NO_x, and the project will not result in an increase in traffic volume, the potential for ozone production/emissions is less than significant.
- Hydrogen sulfide is commonly formed during the decomposition of organic material in anaerobic environments. As these conditions are not applicable to the proposed project, the potential for hydrogen sulfide emissions is less than significant.
- Vinyl chloride is used to manufacture polyvinyl chloride (PVC) plastic and other vinyl products, which accounts for approximately 98 percent of the vinyl chloride produced in the United States. Additionally, vinyl chloride is produced during the microbial breakdown of chlorinated solvents (e.g., engine cleaner, degreasing agent, adhesive solvents, paint removers, etc.). The potential for vinyl chloride exposure is primarily limited to areas in close proximity to PVC production facilities. Such facilities are absent from the Weaverville area, and project implementation would not result in an increase of chlorinated solvents. Therefore, the potential for vinyl chloride emissions associated with the proposed project would be less than significant.
- Visibility reducing pollutants generally consist of sulfates, nitrates, organics, soot, fine soil dust, and coarse particulates. These pollutants contribute to the regional haze that impairs visibility, in addition to affecting public health. According to the California Regional Haze Management Plan, natural wildfires and biogenic emissions are the primary contributors to visibility reducing pollutants. For the proposed project, visibility reducing pollutants (e.g., PM_{2.5} and PM₁₀), would be generated only during construction activities. Because only relatively low amounts of particulates would be generated, potential impacts with respect to visibility reducing pollutants are less than significant.
- As defined in NCUAQMD Rule 110, fluorides are defined as elemental fluorine and all fluoride compounds. Fluorine never occurs as a free gas in nature, rather, it occurs as a fluoride compound. Hydrogen fluoride is widely used in aluminum and fluorocarbon industries. Additionally, hydrogen fluoride and other inorganic fluoride compounds are utilized in uranium processing, petroleum alkylation, manufacturing fluoride salts, and metal pickling and fluxing operations. Project implementation would not result in an increase of such compounds. Therefore, the potential for fluoride compound emissions associated with the proposed project would be less than significant.
- As defined in NCUAQMD Rule 110, reduced sulfur compounds are defined as hydrogen sulfide, carbon disulfide, and carbonyl sulfide, while total reduced sulfur compounds are defined as hydrogen sulfide, methyl mercaptan, dimethyl sulfide, and dimethyl disulfide. These compounds are generated by various sources, including landfills, wastewater treatment facilities, pulp and paper mills, composting facilities, and livestock activities. The compounds are not typically considered a health hazard; however, they can be a source of objectionable odors. Project implementation would not result in an increase of such compounds. Therefore, the potential for sulfur compound emissions associated with the proposed project would be less than significant.
- Sulfuric acid mists may be produced during various industrial processes such as acid treatment of metals, phosphate fertilizer manufacture, and lead battery manufacture. Such facilities are absent from the Weaverville area, and project implementation would not include the production of sulfuric acid. Therefore, the potential for sulfuric acid mist emissions associated with the proposed project would be less than significant.

e.

During project construction, the proposed project may result in the release of diesel fumes, or other potentially objectionable odors. The area surrounding the project site is primarily comprised of a State Highway, with significant truck traffic and businesses, with the nearest residence located approximately 200 feet away. Given the limited exposure time for business patrons and proximity to area residents, potentially objectionable odors resulting from project construction (e.g., diesel exhaust) would not be significant. With respect to operational emissions, the

proposed roundabout would generate lower vehicle emissions when compared to the currently approved signalized intersection by reducing vehicle start/stops as well as idling times. Therefore, effects of the proposed project with respect to odor generation would be less than significant.

Mitigation

None necessary

Documentation

ALS Environmental. Reduced Sulfur Compounds in Air.

http://r.search.yahoo.com/_ylt=A86.J77tydXyhMAEmgnlIQ;_ylu=X3oDMTEyamVwYXJvBGNvbG8DZ3ExBHBvcwMxBHZ0aWQDQjI2OTFfMQRzZWMDc3I-RV=2/RE=1473919597/RO=10/RU=http%3a%2f%2fwww.alsglobal.com%2f~%2fmedia%2fFiles%2fDivisions%2fLife%2520Sciences%2fEnvironmental%2fEnvironmental%2520Resources%2fNorth%2520America%2fCanada%2fFlyers%2520and%2520Brochures%2fCANADA%2520Reduced%2520Sulfur%2520Compounds%2520in%2520Air.pdf/RK=0/RS=t3.3DzCzqYQd8UkJ2pA77fVwwWA-. Accessed September 2016.

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<http://ncuaqmd.org/files/rules/reg%201/Rule%20110.pdf>. Accessed September 2016.

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U.S. Department of Health and Human Services. 2000. Report on Carcinogens, Thirteenth Edition. Strong Inorganic Acid Mists Containing Sulfuric Acid.

<http://ntp.niehs.nih.gov/ntp/roc/content/profiles/stronginorganicacidmists.pdf>. Accessed September 2016.

_____. 2006. Toxicological Profile for Vinyl Chloride.

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Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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4. 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 or U.S. Fish and Wildlife Service?
- 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- 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?

Discussion

a.

The following evaluation of potential impacts on special-status species is based on the findings of a review of California Natural Diversity Data Base (CNDDDB) and U.S. Fish and Wildlife Service (USFWS) records, as well as general field surveys completed by ENPLAN on July 2, 2015, April 29, 2016, and June 22, 2016 (Appendix B). Evaluation of potential effects on federally listed, proposed, and candidate species entailed review of plant and wildlife species under jurisdiction of the USFWS, and anadromous fish species under the jurisdiction of the National Marine Fisheries Service (NMFS). An Official Species List was generated for species of concern to the USFWS. NMFS was not consulted because anadromous fish have no potential to occur in or adjacent to the project site due to absence of suitable stream habitat.

Special-Status Plant Species

Review of the USFWS Official Species List for the project site identified one federally listed plant species, Hoover's spurge, as potentially being affected by the proposed project. The project site does not contain designated critical habitat for plant species. Review of CNDDDB records showed no records of federally listed or candidate plant species within a five-mile radius of the project site. However, occurrences of two special-status species, Heckner's lewisia and Dudley's rush, have been broadly mapped by the CNDDDB to encompass a portion or the entirety of the project site. Three other special-status plant species have been reported within a five-mile radius of the project site: English

Peak greenbrier, porcupine sedge, and Canyon Creek stonecrop. ENPLAN conducted general field surveys of the project site on July 2, 2015, April 29, 2016, and June 22, 2016. The site is developed and does not contain suitable habitat for special-status plants. No special-status plant species were observed or are expected to occur on the site, and no additional botanical evaluation is warranted. Project implementation would not affect any state or federally listed, proposed, or candidate plant species; or designated critical habitat for federally listed species.

Special-Status Wildlife Species

Review of the USFWS Official Species List for the project site identified six federally listed or proposed wildlife species as potentially being affected by work within the project site: northern spotted owl, yellow-billed cuckoo, conservancy fairy shrimp, vernal pool fairy shrimp, vernal pool tadpole shrimp, and gray wolf. The project site does not contain designated critical habitat for any wildlife species. Review of CNDDDB records showed that an occurrence of one state-listed wildlife species, Oregon snowshoe hare, has been broadly mapped to include a portion of the project site. Seven other state-listed wildlife species have been reported within a five-mile radius of the project site: Chinook salmon – Upper Klamath and Trinity Rivers ESU, foothill yellow-legged frog, Pacific tailed frog, fisher West Coast DPS, pallid bat, western pond turtle, and Townsend's big-eared bat. ENPLAN conducted general field surveys of the project site on July 2, 2015, April 29, 2016, and June 22, 2016. The potential presence of special-status species was determined on the basis of observed habitat characteristics. Field inspections of the project site confirmed that no suitable habitats for special-status species, such as rivers, streams, lakes, ponds, wetlands, vernal pools, forests, caves, or rock outcrops, are present; therefore, with the exception of bats, no special-status species potentially occurring in this area would be present.

Although no trees suitable for roosting would be removed within the project site, it is possible that a building in the project site, such as the U.S. Nails/Radio Shack building, could provide roosting habitat for bats. The building was closely inspected for evidence of roosting bats during the field visit conducted on June 22, 2016. No guano was observed on the ground surface or building facade and no urine staining was observed on the building facade. The building consists of a flat top (no attic), wood siding, an overhang over the front of the building, and small overhangs over windows and doors on the other sides of the building, and has very few, if any, crevices suitable for bat roosting. Therefore the building is not expected to be utilized by roosting bats, including pallid bat and Townsend's big-eared bat, and no further consideration of these species is warranted.

Potential impacts of a roundabout with respect to special-status species would be considered the same or slightly greater than with a signal. Because the signal would not result in the removal of a building, the potential for roosting bats would not even be considered.

b. c.

Aside from a roadside ditch, no wetlands, other waters, riparian habitat, or other sensitive natural communities are present on the project site (Gibson & Skordal 2013). Project implementation would thus not affect wetlands or other sensitive habitats subject to state or federal jurisdiction. Potential impacts of a roundabout with respect to sensitive natural communities would be considered the same as with a signal.

d.

Project implementation 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, nor would it impede the use of native wildlife nursery sites. Numerous native resident and migratory fish and wildlife species inhabit Trinity County. Most notable among the migratory species are anadromous salmonids and black-tailed deer. No suitable habitat for anadromous salmonids occurs on the project site or immediate vicinity. The black-tailed deer is not designated as a special-status species by the CDFW, but is of concern to the CDFW. Review of the Weaverville Community Plan found that the project site and surrounding lands are designated as winter range for the Weaverville deer herd. However, because the proposed project would occur in a developed area and potential habitat would not be removed, project implementation would have no significant impact on critical deer wintering areas.

The project site is located within the Pacific Flyway, and it is possible that migratory birds could nest on or near the site. The federal Migratory Bird Treaty Act (MBTA) and related international treaties and domestic laws provide protection for migratory birds. The MBTA established that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The MBTA is the domestic law that affirms, or implements, the United States' commitment to four international conventions (with Canada, Japan, Mexico, and Russia) for the protection of a shared

migratory bird resource. Each of the conventions protects selected species of birds that are common to each country (i.e., they occur in each country at some point during their annual life cycle). The USFWS is the federal agency primarily responsible for protection of migratory birds.

Removal of some vegetation (i.e. blackberry, sweet pea, ruderal species) could disturb nesting migratory birds, if present in or near the project site. In addition, birds could nest on the U.S. Nails/Radio Shack building that may be partially or completely demolished as part of the project. As called for in Mitigation Measure 4.1, to comply with the requirements of the MBTA, vegetation removal and demolition activities should occur outside of the nesting season, if possible. In the local area, most birds nest between February 1 and August 31. Accordingly, the potential for adversely affecting nesting birds can be greatly minimized by conducting vegetation removal and demolition activities either before February 1 or after August 31. If this is not possible, a nesting survey would be conducted within one week prior to the start of vegetation removal or building demolition. If active nests are found in the trees or buildings to be demolished, that work would need to be postponed until after the young have fledged.

Nest abandonment due to construction noise is not anticipated at this location. The site is on a major state highway in a busy commercial district. Any birds nesting in this area would not be particularly sensitive to noise. The increase in noise and activity during construction would not be significant against the ambient background noise and activity in the area. Therefore, other than the direct removal of occupied nests, impacts to nesting migratory birds are not expected to be adverse. Potential impacts of a roundabout with respect to wildlife movement would be considered greater than with a signal, since the signal would not involve removal of vegetation or buildings.

e.

Review of the Weaverville Community Plan confirmed that the proposed project and the signal are consistent with local policies and ordinances protecting biological resources.

f.

No adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans are applicable to the proposed project or to the signal.

Mitigation

Mitigation Measure 4.1. To ensure that active nests of migratory birds are not destroyed, vegetation removal and building demolition activities shall occur before February 1 or after August 31 to avoid impacts on nesting migratory birds. If vegetation removal or building demolition must occur during the nesting season, a nesting survey shall be conducted by a qualified biologist to identify active nests in the work area. The survey shall be conducted no more than one week prior to the beginning of vegetation removal or building demolition. If nesting birds are found, the nest site shall not be disturbed until after the young have fledged.

Documentation

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Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES. Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d. Disturb any human remains, including those interred outside of formal cemeteries?

Discussion

a, b, d.

A cultural resources study, including a records search, Native American consultation, and field survey, was completed for the project by ENPLAN. Two previous Archeological Survey Reports had been conducted previously for the original East Connector Project, including the signalized intersection by Jones and Stokes in 2002 and by William Rich and Associates in 2013.

Consultation with the Native American Heritage Commission and local Native American community did not reveal any known sacred sites or cultural resources in the project area. The records search included review of data filed with the California Historical Resources Information System, Northeast Information Center, at California State University, Chico, as well as other sources. The records search indicated that five historic sites have been previously recorded within one-half-mile of the project site. The sites are all related to the historic mining and lumber industry in the area. Records indicated that seven cultural resource surveys have been previously conducted within a half-mile of the project site, with four surveys encompassing portions of the project site.

ENPLAN conducted a pedestrian survey of the project site on August 23, 2016. The survey defined the limits of the Trinity River Lumber Company historic site located adjacent to the project area. The site had been previously recorded with indefinite locational information; the field survey verified that the historic site does not extend into the project study area. No other historic or prehistoric sites were identified.

Given the above findings, project implementation would not cause a substantial adverse change in the significance of a known historical resource or archaeological resource. However, the project area is considered moderately sensitive for the presence of historic and prehistoric material, and it is possible that undocumented cultural remains could be encountered during subsurface excavations. Implementation of Mitigation Measures 5.1 and 5.2 below would ensure that potential impacts associated with the proposed project would be less than significant. No California Native American Tribe has filed a formal request to be consulted in accordance with California Assembly Bill 52. However, TCDOT has a Memorandum of Agreement with the Nor Rel Muk Wintu Nation that requires consultation with the Tribe prior to the start of excavation activities. The Tribe may decide to monitor the proposed work if they so choose. The Tribe monitored construction during construction of Phase 2 of Lance Gulch Road, including monitoring of utility relocation and construction at the intersection. The Tribe will continue monitoring during construction of the roundabout or traffic signal, in areas that have not been previously monitored, such as in new excavations for utility line trenches and culverts.

The signal would not vary significantly in its potential to impact undocumented subsurface cultural resources. The construction footprint and associated excavation would be similar in size and do not vary in proximity to the known

historical resource recorded outside of the project site.

C.

According to the *Geologic Map of the Weaverville 15' Quadrangle, Trinity County California*, the proposed project would be sited on high-level surficial deposits of Quaternary age. This formation consists of unconsolidated deposits of alluvial sand and gravel that are generally remnants of high-level terraces and not necessarily related to present-day streams. This geologic unit is considered geologically "recent" and is not reported to contain paleontological deposits. Potential impacts with respect to the potential for a paleontological resource or site or unique geologic feature would be considered the same as with a signal.

Mitigation

MM 5.1. If any human remains are encountered during any phase of construction, all earth-disturbing work shall stop within 50 feet of the find. The county coroner shall be contacted to determine whether investigation of the cause of death is required as well as to determine whether the remains may be Native American in origin. Should Native American remains be discovered, the county coroner must contact the Native American Heritage Commission (NAHC). The NAHC will then determine those persons it believes to be most likely descended from the deceased Native American(s). Together with representatives of the people of most likely descent, a qualified archaeologist shall make an assessment of the discovery and recommend/implement mitigation measures as necessary.

MM 5.2. If any previously unevaluated cultural resources (i.e., burnt animal bone, midden soils, projectile points or other humanly-modified lithics, historic artifacts, etc.) are encountered, all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary.

Documentation

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William Rich and Associates, 2013. *Supplemental Historic Property Survey Report and Addendum to Archaeological Survey Report for the East Connector Project Located in Weaverville, Trinity County, California*.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. GEOLOGY AND SOILS. Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 1) 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.
 - 2) Strong seismic ground-shaking?
 - 3) Seismic-related ground failure, including liquefaction?
 - 4) 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 risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Discussion

a.

The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- 1) Rupture of a known earthquake fault:

According to the Alquist-Priolo Earthquake Fault Zone Map for Trinity County, there are no Alquist-Priolo Special Study Zones in the project vicinity. The nearest Alquist-Priolo Special Study Zones, which identify fault areas considered to be of greatest risk in the state, occur to the west in Humboldt County and to the east in Shasta and Siskiyou counties. Review of the *Weaverville Community Plan* found that three earthquake faults have been mapped in the Weaverville area. The nearest earthquake fault occurs approximately one mile southwest of the project site, and is located between Democrat Gulch and Weaver Creek. By designing the proposed project to meet current design standards, the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from the rupture of a known earthquake fault is expected to be less than significant.

- 2, 3) Strong seismic ground-shaking or seismic-related ground failure, including liquefaction:

According to the Weaverville Community Plan, earthquakes have been felt in the Weaverville area. Earthquakes centered in Trinity County generally have originated very deep underground and have not exceeded IV (light shaking) on the Modified Mercalli Scale. Earthquakes that have originated in Humboldt County or off the coast have been felt in the Weaverville area. Damage from these earthquakes has generally been limited to cracked walls and fallen chimneys. The Weaverville Community Plan states that potential secondary effects of a maximum expected earthquake could include landsliding, differential settling, and other forms of ground failure. However, Trinity County has adopted the Uniform Building Code (UBC), which establishes building requirements for all new structures. Located in Zone 3 of the UBC, such areas are subject to strict building regulations designed to enhance the ability of a structure to withstand potential earthquakes. Compliance with UBC seismic standards and California Highway Design Manual Standards would reduce the potential impact to less than significant.

Liquefaction results from an applied stress on the soil, such as earthquake shaking or other sudden change in stress condition, and is primarily associated with saturated, cohesionless soil layers located close to the ground surface. During liquefaction, soils lose strength and ground failure may occur. This phenomenon is most likely to occur in alluvial (geologically recent, unconsolidated sediments) and stream-channel deposits, especially when the groundwater table is high. The Weaverville Community Plan states that liquefaction is not a significant concern in the Weaverville area.

4) Landslides:

Review of the Weaverville Community Plan found that 11 inactive landslides have been mapped in the Weaverville area. The nearest inactive landslide occurs approximately 0.5 miles to the northeast of the project site. The Weaverville Community Plan identifies changes in drainage on unstable slopes as a factor that increases the likelihood of slope failure and that road runoff improperly directed onto over-steepened areas or into slumps can also activate slide movement. Although implementation of the proposed project would require minor grading and ground preparation, the project site is relatively flat, and thus, would not be subject to landslides. Potential effects from landslides on the project site or in the project vicinity are expected to be less than significant.

Potential impacts of a roundabout with respect to earthquake faults, strong seismic ground-shaking, seismic-related ground failure (including liquefaction), or landslides, would be considered the same as with a signal.

b.

Soil within the project site is mapped as Urban land-Xeralfs Complex, 5 to 30 percent slopes. This soil type indicates that the site is developed and underlain with Xeralfs (i.e., soil found in areas with very dry summers and moist winters, and has generally good drainage).

Best management practices (BMPs) for erosion and sediment control would be implemented during project construction, as required by the Construction General Permit Order issued by the State Water Resources Control Board (SWRCB); the order requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for all projects that disturb one or more acres of soil. Measures that may be implemented to minimize erosion include limiting construction to the dry season; use of straw wattles, silt fences, and/or gravel berms to prevent sediments from discharging off-site; and revegetating temporarily disturbed sites upon completion of construction. Because BMPs for erosion and sediment control would be implemented in accordance with existing requirements, the potential for soil erosion and loss of top soil would be less than significant. Potential impacts of a roundabout would be considered greater than those of a signal, because the intersection has already been constructed. Installation of the signal would involve some trenching to install new electric lines and excavations to install the signal poles, all within the paved area. There would be little grading or pavement removal.

c.

The potential hazards associated with liquefaction and landslides are addressed in impacts (a)3 and (a)4 above. In regard to the potential for lateral spreading, subsidence, or collapse, according to the East Connector Roadway Project EIR, the project site is not known to be located on unstable geologic units or soils. Review of aerial photographs of the site and published geologic mapping in preparation of the EIR did not indicate any evidence of specific unstable features, active faulting (e.g., offset drainages or sag ponds), or other geologic hazards. Regardless, the UBC and Caltrans Design Manual provide minimum standards for design and construction. Because the site is not known to be located on unstable soils and because construction of project-related facilities is required by law to comply with Caltrans Design Standards and UBC regulations, which were developed to reduce

risks to life and property to the maximum extent practical, this impact would be less than significant. Potential impacts with respect to lateral spreading, subsidence, or collapse, would be considered the same as with a signal.

d.

Expansive soils contain high levels of clay and present hazards for development since they expand and shrink depending on water content. According to the East Connector Roadway Project EIR, desiccation cracks in soils were observed at a few locations with the project area, which indicates expansive soil. However, any limitations related to soil conditions can be overcome or minimized through proper planning, design, and/or construction. Further, the proposed project is located on an existing roadway, in a developed area. Compliance with Caltrans Design Standards would ensure that the project is constructed in a suitable way and that specific safety standards are met. No substantial risks to life or property are anticipated. Potential impacts of a roundabout with respect to expansive soil would be considered the same as with a signal.

e.

Neither the proposed project nor the signal would require the use of septic tanks or alternative wastewater disposal systems.

Mitigation

None necessary

Documentation

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Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

U.S. Department of Agriculture, Natural Resources Conservation Service. 2016. Web Soil Survey. <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Accessed May 2016.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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7. 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?

Discussion

a.

Project implementation would result in short-term construction emissions, including greenhouse gas emissions. The principal greenhouse gases of concern for a project of this nature are carbon dioxide (CO₂), nitrogen oxides (NO_x), and methane (CH₄). All greenhouse gases are assigned a global warming potential (GWP). This value is used to compare the abilities of different greenhouse gases to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of carbon dioxide (assigned a value of 1), as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). GWPs can also be used to define the impact greenhouse gases will have on global climate change over different time periods. Assigning a GWP allows policy makers to compare impacts of emissions and reductions of different gases on an equal basis, termed "CO₂ equivalents" (CO₂e). NO_x and CH₄ are 298 and 25 times, respectively, more potent than CO₂ in terms of GWP.

To identify the threshold of significance for greenhouse gases resulting from project construction, ENPLAN contacted North Coast Unified Air Quality Management District staff (NCUAQMD). The NCUAQMD has not adopted thresholds of significance for greenhouse gases. However, for the purpose of CEQA review, the NCUAQMD is focused on CO₂ emissions, for which it recommends the use of 100,000 metric tons/year as the threshold for significance; CO₂ is one of the most abundant greenhouse gases.

According to the results of the CalEEMod analysis, the project would generate approximately 0.25 metric tons of NO_x, 0.01 metric tons of CH₄, and 33 metric tons of CO₂ during the construction period. As such, the resulting CO₂e emissions would be approximately 108 metric tons [(0.25 x 298) + (0.01 x 25) + 33]. Based on the 100,000 metric tons per year threshold recommended by NCUAQMD, construction emissions would be less than significant.

With respect to operational emissions, the proposed roundabout would generate lower vehicle emissions when compared to the currently approved signalized intersection by reducing vehicle start/stops as well as idling times. (See Section III.C.3, "Air Quality" above, and Table 7 of the ICE, Appendix A). Potential effects of the proposed project with respect to greenhouse gas emissions would be less than significant.

b.

Neither the project nor the signal would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation

None necessary

Documentation

North Coast Unified Air Quality Management District. Jason Davis, Planning and Permitting Division Manager, pers. comm. September 2016.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. 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 §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 for people residing or working in the project area?
- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Discussion

a, b.

Project operation would not result in an increased use of hazardous materials, nor would it increase the potential for a release of hazardous materials to the environment. In regards to project construction, Taber Consultants completed an Initial Site Assessment (ISA) in 2012 to evaluate the potential for hazardous materials to be encountered during construction of Lance Gulch Road. The ISA recommended soil testing at the intersection of Lance Gulch Rd and SR 299 (the proposed project site), where historic traffic counts may have been high enough to result in the deposition of aerially deposited lead (ADL). However, current Caltrans procedure is that testing for ADL along road shoulders is not required, provided that a Lead Compliance Plan is implemented during construction. Mitigation Measure 8.1 calls for preparation and implementation of a Lead Compliance Plan. The Lead Compliance Plan would include specific measures to minimize exposure to lead, such as watering exposed soil to limit dust.

Subsequent to the ISA, in 2015, GHD Inc. evaluated a former carwash facility just northwest of the intersection, north of Glen Road, and located near a leaking underground storage tank (LUST) cleanup site (T0610593534- Weaverville Market). The survey confirmed the presence of asbestos-containing material in the roof and insulation, and lead in surface coatings, such as paint. Additionally, components of the facility were determined to meet the definition of universal waste. This facility has been removed by TCDOT, after notifying the NCUAQMD and after all asbestos-containing materials were removed by a licensed abatement contractor. Lead-painted surfaces were recycled, and the remaining materials were properly disposed. Similar evaluations and treatments would likely be necessary if a portion or the entirety of the building containing U.S. Nails and Radio Shack is removed. As specified in Mitigation Measure 8.2, a survey of the building would be required. If the results of the survey indicate the presence of asbestos-containing material, safe-handling and proper containment would be necessary during demolition. In addition, Mitigation Measure 8.3 provides appropriate procedures to be followed with respect to lead-based paints and earth material containing lead.

Field inspection of the project site by ENPLAN on July 2, 2015, identified two potential sources of hazardous materials in the project area: yellow paint stripes on the asphalt surface that may contain lead, and wooden sign posts along the roadside that may have been treated with a wood preservative. Historically, lead-based paints were frequently used for traffic striping and pavement marking; due to the age of the subject road, lead-based paint could be present in the traffic striping and/or pavement markings. Wooden sign posts may be replaced as part of the proposed work. These wood products are often treated with preserving chemicals in order to protect them against insect attack and fungal decay. The preserving chemicals may be hazardous and include, but are not limited to: arsenic, chromium, copper, creosote, and pentachlorophenol. Mitigation Measure 8.4 provides procedures for the appropriate handling, storage, and disposal of treated wood wastes.

Project construction would also involve use of relatively small quantities of materials such as diesel, gasoline, oils, and other engine fluids. Additionally, paints, treated wood products, and other potentially hazardous materials would be used for road striping and signage. However, the project would comply with existing State standards that govern the transport, use, and disposal of hazardous materials.

Because work would be conducted in accordance with existing State requirements, and Mitigation Measures 8.1, 8.2, 8.3, and 8.4 would be implemented, the project would not result in a significant hazard to the public or the environment. Potential impacts of a roundabout would be considered less than significant, but slightly greater than with a signal, which would not require demolition of the building containing U.S. Nails and Radio Shack.

c.

Neither the proposed project nor implementation of the signal would emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The nearest school, Weaverville Elementary School, is located approximately 0.7 miles northwest of the project site.

d.

Review of the State's EnviroStor and GeoTracker databases showed that the project site is included on a list of hazardous materials sites. As shown in the ISA prepared for the project, database records found two former LUST cleanup sites within the project site. Both sites—identified as T0610500002 (California Highway Patrol Weaverville) and T0610593534 (Weaverville Market)—are mapped near 1480 Main Street, just northwest of the intersection of Lance Gulch Road and SR 299. However, the address for the California Highway Patrol Weaverville site is listed as 1261 Main Street which is located approximately 900 feet north of the project site. It is understood that this discrepancy may be due to changes in street addressing that occurred about ten years ago, and that the cleanup site is located within the project site, despite the now-incorrect address associated with the online records. Regardless, the cleanup status of both sites is "closed" as of 2003 and 2005. Construction of the proposed project would not require extensive excavation, which would increase the likelihood of exposure to contaminated soil or groundwater, and both sites have been closed with no further action required by the North Coast RWQCB. Potential impacts with a roundabout with respect to hazardous materials would be considered the same as with a signal.

e, f.

The airport nearest the project site is the Weaverville Airport. The project site is located approximately 1.4 miles south of this facility, and is well outside the Weaverville Airport Influence Area. Neither implementation of the proposed

project nor the signal would result in an aviation-related safety hazard for people residing or working in the project area.

g.

In the long-term operation of the proposed project, the project would not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area. During construction of the project, construction-related activities would encroach onto the roadway which could increase traffic congestion at and in the vicinity of the intersection. However, this work would be accomplished using lane reductions and controlled traffic, rather than complete lane closures or detours. Construction would also be scheduled to limit interruptions. Motorists, including emergency response vehicles, may experience minor inconveniences and delays during construction of the intersection; however, these impacts would be temporary in nature. Impacts are expected to be less than significant.

During operations, design features would be incorporated to accommodate emergency response from the CHP office located adjacent to the intersection. All existing movements exiting from the upper parking lot would remain available. The main CHP access onto Lance Gulch Road would be maintained. If either alternative roundabout is constructed, the splitter island on the Lance Gulch Road approach to the roundabout would be traversable, so that emergency vehicles from CHP could use it as a center lane to approach and enter the roundabout without waiting behind other vehicles. If a traffic signal is constructed, the CHP would have signal pre-emption devices that could override the signal and stop traffic so that they could instantly enter SR 299.

Potential impacts of a roundabout on emergency-response or emergency-evacuation plans would be considered approximately equal to those of a signal.

h.

The proposed project is located in a relatively urbanized area. According to CAL FIRE, the project site is in a "High Fire Hazard Severity Zone." However, the proposed project entails construction of a roundabout at an existing intersection and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts are expected to be less than significant. Potential impacts of a roundabout with respect to wildland fire would be considered the same as with a signal.

Mitigation

MM 8.1. The contractor shall prepare a Lead Compliance Plan for approval by TCDOT in compliance with Caltrans Standard Special Provision 7-1.02K(6)(j)(ii): *Lead Compliance Plan* prior to initiation of construction. The contractor shall be responsible for implementation of the plan during project construction.

MM 8.2. If any building or other infrastructure is to be demolished as part of this project, the building or other infrastructure shall be surveyed for asbestos-containing building materials by a qualified consultant. Worker protection, training, and material handling requirements as defined by Title 8, Section 1529 of the California Code of Regulations (8 CCR 1529) shall govern work affecting potentially hazardous materials found during the survey. Materials determined to contain detectable concentrations of asbestos shall be removed by a licensed abatement contractor prior to the demolition of the structure. Additionally, any interior Cal/OSHA Class II asbestos abatement work shall be performed within sealed, negatively-pressurized regulated area containments. If asbestos-containing building materials are present, the North Coast Unified Air Quality Management District (NCUAQMD) shall be notified at least 10 working days prior to the start date of the demolition. The Contractor shall follow the recommendations of the NCUAQMD regarding demolition, dust control, removal and disposal of asbestos-containing building materials.

MM 8.3. To minimize potential impacts from lead-containing paint (LCP), all work shall be conducted in compliance with Caltrans Standard Special Provision 14-11.12 *Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue*

MM 8.4. To minimize potential impacts from treated wood waste (TWW), all work shall be conducted in compliance with Caltrans Standard Special Provision 14-11.14: *Treated Wood Waste*.

Documentation

California Department of Forestry and Fire Protection. 2007. Fire Hazard Severity Zones in SRA, Trinity County. http://frap.fire.ca.gov/webdata/maps/trinity/fhszs_map.53.pdf. Accessed May 2016.

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http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640,480&mt=m&findaddress=True&city=weaverville%20ca&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true. Accessed May 2016.

California Department of Transportation. 2015. Standard Specifications.

State Water Resources Control Board. 2016. GeoTracker.

<http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=weaverville+ca>. Accessed May 2016.

Trinity County. 2009. Trinity County Airport Land Use Compatibility Plan. Final Draft.

<http://www.trinitycounty.org/modules/showdocument.aspx?documentid=177>. Accessed May 2016.

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Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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9. HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any water quality standards or waste-discharge requirements?
- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e. 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?
- f. Otherwise substantially degrade water quality?
- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h. Place within a 100-year flood-hazard area structures which would impede or redirect flood flows?
- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j. Inundation by seiche, tsunami, or mudflow?

Discussion

a.

The proposed project has the potential to temporarily degrade water quality due to increased erosion during project construction. However, as previously described in Section III.C.6, "Geology and Soils," BMPs would be implemented to provide soil stabilization, sediment control, and spill prevention throughout the duration of the project to minimize impacts to water quality. Potential impacts of constructing a roundabout with respect to water quality standards and waste-discharge requirements would be considered less than significant. Impacts from construction of a signal would

be less, because there would be less grading and pavement removal. Installing a signal at the existing intersection would involve only trenching for electric lines and excavations for the light poles.

In the long term, neither alternative would have a significant impact on water quality. All areas would be permanently stabilized with pavement or landscaping and would not have the potential to discharge sediments. Any discharge of pollutants from vehicles would be the same as the existing conditions along the State Highway system in an urbanized area.

b.

The proposed project would not require new groundwater supplies for construction or operation of the project. Roundabout construction would necessitate minor additional overcovering of ground surfaces, but this would not substantially interfere with groundwater recharge. The roundabout may include a small area of landscaping that would be designed to minimize irrigation, but would need some irrigation, at least initially, from the existing Weaverville Community Services District water supply. Neither the roundabout nor the signal would result in significant impacts with respect to groundwater supplies.

c.

The proposed project entails construction of a roundabout at an existing highway intersection. Although minor alterations to the existing drainage system would be implemented, the project would not alter the overall drainage patterns of the area. Additionally, as previously described, BMPs for erosion and sediment control would be implemented during project construction. Therefore, no significant impacts with respect to erosion or siltation are expected as a result of implementation of the proposed project. Potential impacts would be considered less with a signal, because there would be less grading and ground disturbance.

d.

Project implementation would not substantially alter existing drainage patterns, alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. The proposed project would be located at an existing highway intersection. Further, the project would comply with NPDES permit requirements to ensure that the post-construction peak runoff does not exceed the pre-construction peak runoff volume. This could be achieved by directing runoff to landscaped areas, using vegetated swales for detention of peak flows, or other measures. By managing post-construction peak flow rates, the potential for flooding would be less than significant. A signal would be expected to have fewer potential impacts, because there would be no change to existing drainage patterns or topography.

e.

The proposed project would not exceed the capacity of existing and planned stormwater drainage systems. Minor amounts of erosion could occur during project construction, and in the long term, the intersection would continue to collect oil drips and other contaminants associated with vehicle use, which would ultimately enter the stormwater drainage system. However, as noted above, the project would comply with NPDES permit requirements, which would adequately handle on-site drainage associated with implementation of the roundabout, as well as require BMPs for pollutant control. Further, the project would not constitute a substantial additional source of polluted runoff. The stormwater drainage system installed for the Lance Gulch Road project is designed to accommodate drainage from the existing intersection, which will be the same as the signalized intersection, so the signalized intersection would have no additional impact. Both traffic control devices would result in impacts that are less than significant.

f.

Project implementation could potentially degrade water quality through increased erosion and sedimentation or through the release of petroleum products, paints, or other potentially hazardous materials. During construction activities, the use of BMPs for erosion control and spill prevention, combined with compliance with existing requirements governing the transport, use, and disposal of fuels and other potentially hazardous materials, would reduce the potential for water quality degradation to an insignificant level. The roundabout is anticipated to have the same impacts as a signal. Both traffic control devices would result in impacts that are less than significant.

g, h, i.

The project site is not located within a 100-year flood hazard area or otherwise subject to flooding; neither the proposed project nor the signal would expose people or structures to a significant risk of loss, injury, or death involving flooding.

j.

The project site is located within the interior of California where there is no threat of a tsunami. Although Lewiston and Trinity Lakes could experience seiches as a result of very strong ground-shaking, these water bodies are located east of the project site and separated by interfering ridges that exceed the lakes elevations; therefore, there is no risk for inundation of the project site resulting from seiches. With respect to mudflows, which are typically associated with areas also susceptible to landslides, the project site is relatively flat and there are no known active or inactive landslides in the project vicinity. Thus, mudflows would be unlikely to occur. The project site is located in an area where inundation by seiche, tsunami, or mudflow would not pose a significant risk to the proposed project or to the signal.

Mitigation

None necessary

Documentation

Federal Emergency Management Agency. 2016. FEMA's National Flood Hazard Layer (Official).

<http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30>.

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Trinity County Planning Department. 2013. Trinity County General Plan, Safety Element. Draft. October 2013.

<http://docs.trinitycounty.org/Departments/Planning/Safety%20Element.pdf>. Accessed May 2016.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. LAND USE AND PLANNING. Would the project:

- a. Physically divide an established community?
- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Discussion

a.

The project site is in an area designated primarily for commercial development. The project is consistent with existing and planned land uses in the project vicinity, and, in the long term, would not physically divide an established community. As described in the East Connector Roadway Project EIR, during construction, the proposed project may result in minor delays and inconveniences to traffic at the intersection, as well as temporary impacts on access to adjacent businesses. However, traffic traveling on SR 299 would not be significantly affected because work would be accomplished using lane reductions and controlled traffic, rather than complete lane closures or detours. Additionally, at least some entrances to Nugget Lane and the Trinity Plaza Shopping Center would be available at all times. Once construction of the project is complete, traffic flow on SR 299 would be improved. There will be some permanent changes to access between Glen Road and Nugget Lane, particularly south of Glen Road. The impacts of these changes are discussed more thoroughly in Section IV, "Community Impacts". Impacts would be less than significant, although roundabout construction would have slightly more temporary impacts than a signal due to increased construction activity on Glen Road and Nugget Lane, and more permanent access impacts as discussed in Section IV.

b.

As described previously in Section II, "Environmental Setting," the proposed project would be located in the community of Weaverville, unincorporated Trinity County, and the project is compatible with applicable County land use designations and zoning. Neither the proposed project nor the signal would conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project.

c.

No habitat conservation plans or natural community conservation plans are applicable to the proposed project or to the signal.

Mitigation

None necessary

Documentation

California Department of Fish and Wildlife. 2015. California Regional Conservation Plans. August.

<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed May 2016.

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Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. 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?

Discussion

a, b.

According to the East Connector Roadway EIR, the project site does not contain known deposits of economic mineral resources. Further, neither the Weaverville Community Plan or *Mines and Mineral Resources of Trinity County California*, identify any active mining claims or important mineral resources in the immediate project vicinity. Although small-scale gold mining has historically been conducted in the vicinity, neither proposed project implementation nor implementation of the signal is expected to result in the loss of availability of important mineral resources.

Mitigation

None necessary

Documentation

State of California, Department of Conservation. 1965. *Mines and Mineral Resources of Trinity County California*. <https://archive.org/stream/minesandmineral04obri#page/n3/mode/2up>. Accessed May 2016.

Trinity County Department of Transportation and Planning. 1990. Weaverville Community Plan. Amended and updated per Board resolutions and amendment – December 16, 1997. <http://docs.trinitycounty.org/Departments/Planning/Community%20Plans/Weaverville%20Community%20Plan.pdf>. Accessed May 2016.

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. NOISE. Would the project result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Discussion

a, c, d.

Project implementation has the potential to increase noise levels in the short term during project construction. With respect to short-term noise level increases, construction activities typically generate maximum noise levels ranging from 80 to 89 decibels (dBA) at a distance of 50 feet. Noise from construction activities generally attenuates at a rate of 6 dBA per doubling of distance, assuming the site is mostly unvegetated and features a smooth surface. Typical sound levels and relative loudness for various types of noise environments are described in Table 3. At an attenuation rate of 6 dBA, 80-89 dBA noise levels would drop to 74-83 dBA at a distance of 100 feet. Generally speaking, construction noise levels at and near the project site would fluctuate, depending on the number and type of construction equipment operating at any given time.

The nearest noise sensitive land uses to the project site are residences located along Glen Road; the nearest residence from where the majority of project construction activities would occur is approximately 200 feet away. The maximum noise level at this location would be approximately 77 dBA.

Construction activities would be completed within approximately six months. According to the Trinity County General Plan Noise Element, the most significant effects of noise on people are annoyance, sleep disturbance, and long-term health impacts. The Noise Element shows that less than 15 percent of the population would be "highly annoyed" by noise levels of 65 dBA or greater. With construction activities confined to daytime hours, sleep disturbance would be of minimal concern. To avoid long-term health effects, the U.S. Environmental Protection Agency recommends a 24-hour average noise level of 75 dBA or less; project construction activities would generate noise levels substantially less than this threshold.

Neither the Trinity County General Plan, nor the Weaverville Community Plan identify noise standards for temporary construction noise. However, as shown in Mitigation Measure 12.1, the proposed project would comply with Caltrans' standards contained in Section 14-8.02, Noise Control, as described in the 2011 Traffic Noise Analysis Protocol,

where the specifications state: 1) do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.; and 2) equip an internal combustion engine with the manufacturer-recommended muffler; do not operate an internal combustion engine on the job site without the appropriate muffler. Considering the temporary nature and moderate noise levels to which local residents would be exposed, and with implementation of Mitigation Measure 12.1, construction-related noise levels would be less than significant.

Table 3
Examples of Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level (dBA) 50 ft from Source
Air compressor	81
Backhoe	80
Ballast Equalizer	110
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Excavator	85
Generator	81
Grader	85
Loader	85
Paver	89
Pile-driver (Impact)	101
Pile-driver (Sonic)	96
Pump	76
Saw	76
Truck	88

Sources: FTA 2006:12-6, adapted by ENPLAN 2016

In regards to the long-term operation of the project, with implementation of the roundabout, resulting noise levels would be somewhat less than the projected noise levels associated with installation of the signal. Under a roundabout design, the flow of vehicle traffic through the intersection would be largely uninterrupted. Less vehicle braking and acceleration would occur, which would result in less noise generation. With a signalized intersection, vehicle traffic would come to a complete stop before accelerating again, which would result in more noise generated from vehicle brakes and engines.

According to the Trinity County General Plan Noise Element, 60 dB is the maximum allowable noise exposure for transportation noise sources at the property line of the receiving land use (i.e., residential, transient lodging, hospitals, etc.). In Section 3.5, “Noise,” of the East Connector Roadway Project Draft EIR, existing peak noise levels along SR 299, from Washington Street to Martin Road, were measured at 66.2 dB. Existing noise levels at the residence nearest the project site (APN 024-410-0700) was estimated at 48 dB. At the residence nearest the project site, future noise levels were estimated at 51 dB. As a result, it was concluded that the increase in noise levels would not be considered significant based on the FHWA/Caltrans protocol, nor would these predicted noise levels exceed the protocol’s noise level criterion of 67 dB at the receiver locations. In addition, noise levels would not exceed the recommended Trinity County noise level criterion of 60 dB for receivers. Therefore, it is expected that implementation of the roundabout, which would result in less vehicle noise than the signal, would also not exceed FHWA/Caltrans protocol or the Trinity County noise level criterion.

b.

The proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels. Project construction would consist primarily of site preparation (asphalt removal), grading, trenching for utilities, paving, laying down concrete truck apron, striping, and installation of signage. Typical construction equipment would include backhoes, graders, trenchers, haul trucks, water trucks, compactors, and excavators; work would not involve the use of explosives, pile driving, or other intensive construction techniques that could generate significant groundborne noise or vibration. With regard to project operation, no groundbourne vibration or groundborne noise would occur. No impacts with respect to groundbourne vibration or groundborne noise would be expected as a result of roundabout or signal construction.

e, f.

The airport nearest the project site is the Weaverville Airport, which is located approximately 1.4 miles to the north. Due to the airport's relatively small traffic volume and its distance from the project location, people working within the project site would not be exposed to excessive aircraft-generated noise levels.

Mitigation

MM. 12.1. The contractor shall comply with Caltrans' standards contained in Section 14-8.02, Noise Control, as described in the 2011 Traffic Noise Analysis Protocol, where the specifications state: 1) do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.; and 2) equip internal combustion engines with the manufacturer-recommended mufflers.

Documentation

Federal Transit Administration (FTA). 2006 (May). *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Washington, DC: Office of Planning and Environment.

http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Accessed May 2016.

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

Trinity County Planning Department. 2003. Noise Element of the General Plan. Trinity County, CA. Prepared by Brown-Buntin Associates, Inc. Visalia, CA. Adopted October 21, 2003.

<http://docs.trinitycounty.org/Departments/Planning/Noise%20Element.pdf>. Accessed May 2016.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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13. POPULATION AND HOUSING. Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Discussion

a.

Construction of the proposed project would not directly or indirectly induce substantial population growth in the area. Although construction-related jobs may be temporarily created, workers are expected to reside in Trinity County or commute from Redding each day, although a few may choose temporary local accommodations such as hotels or trailer parks. Due to the short-term nature of the jobs, project construction is not likely to attract new residents to the area.

The change from a signal to a roundabout would not substantially affect population growth in the Weaverville area because it would not provide access to currently inaccessible lands or extend utilities or other infrastructure to undeveloped lands. However, as discussion Section IV, "Community Impacts," roundabout construction could affect access to adjoining parcels and would require acquisition of additional right-of-way, which would result in a small reduction in the square footage of land available for commercial development; which could slightly affect population growth. Population impacts resulting from project implementation would be considered less than significant, but would be slightly greater than a signal due to acquisition of additional right-of-way.

b.

Neither implementation of the proposed project nor implementation of the signal would remove any existing housing; thus, neither project would necessitate the construction of replacement housing elsewhere.

c.

Neither implementation of the proposed project nor implementation of the signal would remove any developed land uses containing housing; therefore, no people would be displaced and no replacement house would be necessary.

Mitigation

None necessary

Documentation

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. 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:
- i. Fire protection?
 - ii. Police protection?
 - iii. Schools?
 - iv. Parks?
 - v. Other public facilities?

Discussion

a. i - v.

The proposed project would not include new structures, such as houses or businesses that would stimulate growth; thus, it would not increase the demand for fire protection or police protection. Likewise, the project would not increase demands for school services or park facilities.

The CHP area office for Trinity County, named Trinity Rivers, is located just northeast of the Lance Gulch Road/SR 299 intersection. Approximately 23 CHP staff are employed out of this office. The office building also houses the DMV. There are two parking areas on this parcel. The main parking lot directly adjacent to SR 299 primarily serves the DMV; however, two CHP officers also park here, behind the building. The second parking area, not connected to the main parking lot, is located behind the CHP/DMV building and is only accessible from Lance Gulch Road. With the CHP office located immediately adjacent to the intersection, construction of the proposed project could result in short-term impacts on the response time of CHP, as well as other emergency service providers. Implementation of Mitigation Measure 14.1 below, would ensure that emergency service providers are aware of the construction activities and can plan accordingly.

In the long-term operation of the project, there could be permanent changes to CHP's access to SR 299. Comments from CHP during an in-person meeting with TCDOT, as well as comments contained in a letter submitted by CHP to TCDOT, focused on the concern that with a roundabout design, a left turn out of the CHP/DMV parking lot onto SR 299 would no longer be permitted (see Section IV, "Community Impacts," and Appendix C for other CHP comments). According to CHP, because officers exiting the driveway and desiring to go eastbound on SR 299 would be limited to a right turn only, they would be required to make an illegal U-turn on SR 299 to go eastbound. By not allowing a left turn out of the parking lot, CHP response time would be delayed and a traffic safety issue would be created. Slowing emergency response time is considered a potentially significant impact.

In addition, the CHP was concerned about their emergency vehicles entering Lance Gulch Road from the rear parking lot, and being delayed waiting to enter the roundabout. There would only be one westbound lane approaching SR 299 on Lance Gulch Road, and a queue of vehicles waiting to enter the roundabout from this approach could cause a slight delay for emergency responders.

Since CHP's initial meeting with the TCDOT project team, the design features of the roundabout have been revised to accommodate right and left turns in and out of the CHP/DMV driveway from SR 299 by shortening the length of the splitter island in front of the driveway. In addition, the splitter island on the Lance Gulch Road approach to the roundabout would be designed so that CHP and other emergency vehicles could drive on it, providing an emergency lane so that emergency vehicles could pass other vehicles and directly enter the roundabout without delay. The splitter island would be striped to indicate emergency use only. Implementation of Mitigation Measure 14.2 below would ensure that impacts to CHP response, and other emergency services, would be less than significant.

If the traffic signal is installed, the CHP and other emergency service providers could use signal pre-emption devices to control the signal and stop traffic on SR 299 so that they could immediately enter the highway without delay.

Under Alternative 1, Nugget Lane would be converted to an in-only road that would dead-end in front of the building containing U.S. Nails and Radio Shack. Vehicles, including emergency response vehicles, would have to use a turnaround which could slow emergency response times; however, the turnaround would be constructed to meet the requirements of State regulations for fire safety. According to the California Board of Forestry and Fire Protection, SRA Fire Safe Regulation, Section 1273.05. Roadway Turnarounds, "the minimum turning radius for a turnaround shall be forty (40) feet, not including parking." Additionally, "if a hammerhead/T is used instead, the top of the 'T' shall be a minimum of sixty (60) feet in length." Compliance with State standards would ensure that emergency response vehicles, such as large fire engines, could maneuver the turnaround and access buildings appropriately. In addition, a new opening to Nugget Lane from SR 299 would be constructed across from the Trinity Plaza Shopping Center, to improve the accessibility of businesses on Nugget Lane.

Overall, traffic flow would improve in this section of SR 299 as overall circulation at the intersection would be improved. Improvements to congestion and circulation would reduce emergency response times; and therefore, improve conditions for police protection, fire protection, and emergency response services. According to Transportation Research Board's 2010 *Roundabouts: an Informational Guide*, "roundabouts have an observed reduction of 35 percent in total crashes and 76 percent in injury crashes compared to conventional intersection control. The crash reduction is due to minimizing of conflict points and the lower speeds needed to traverse the intersection. While traffic signals can reduce the likelihood of broadside crashes, rear-end crashes may increase since drivers may not expect to encounter a traffic signal, particularly on a two-lane highway in a rural county." Without these severe traffic accidents, emergency response services would be required less frequently.

Potential temporary and permanent impacts with respect to fire protection and police protection services would be less than significant with mitigation. Construction of a signal would have fewer temporary impacts related to construction activities but different operational impacts, which could be mitigated with signal pre-emption devices. However, the signal does not offer the same improvements to congestion and circulation, and does not eliminate the potential for severe traffic accidents.

Mitigation

MM. 14.1. Public safety and emergency service providers shall be kept informed of construction activities and schedules for use in planning emergency response routing, if necessary. No roads shall be completely closed at any time during construction. The TCDOT shall use lane closures, as needed, rather than complete road closures or detours.

MM. 14.2. Roundabout design shall provide for right and left turn movement in and out of the California Highway Patrol/Department of Motor Vehicles parking lot from SR 299. The splitter island on the Lance Gulch Road approach to the roundabout shall be designed so that CHP and other emergency vehicles can drive on the island in order to pass other vehicles and enter the roundabout. The splitter island shall be striped or otherwise labeled for emergency use only.

Documentation

Fehr & Peers. 2015. SR 299/Lance Gulch Road Intersection Control Evaluation. Prepared for Trinity County Department of Transportation. Trinity County, CA. May 1.

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. RECREATION. Would the project:

- 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?

Discussion

a, b.

The proposed project does not include construction of houses or businesses that would increase the number of residents in the area, and thus, the demand for recreational facilities; nor would it adversely affect existing recreational resources. Further, the proposed project does not include the construction or expansion of public recreational facilities. Therefore, implementation of the proposed project would not result in an increased demand for recreational facilities, or adverse physical effects on the environment due to construction or expansion of new recreational facilities. No impact would occur with implementation of the proposed project or the signal.

Mitigation

None necessary

Documentation

Trinity County Department of Transportation. Personal communication. May – September 2016.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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16. TRANSPORTATION AND CIRCULATION. Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e. Result in inadequate emergency access?
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Discussion

a, b.

An Intersection Control Evaluation (ICE) addressing the proposed project as well as the signal was prepared by Fehr & Peers in 2015 (Appendix A). The evaluation utilized 2009 traffic volumes and travel demand forecasts that were prepared for the 2011 Weaverville Traffic Signalization Study, which was conducted in conjunction with Trinity County's Regional Transportation Plan. Supplemental field observations and traffic counts at the intersection of Glen Road and Nugget Lane were conducted in April 2015. Traffic operations were quantified through determination of "Level of Service" (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, or roadway segment, representing progressively worsening traffic conditions. LOS were calculated for all intersection control types using the methods documented in the Transportation Research Board Publication *Highway Capacity Manual, Fourth Edition, 2010*.

The ICE concluded that for 2040 traffic levels, both the roundabout and the signal would have a LOS of "D" or better, which is considered in the Trinity County General Plan Circulation Element to be an acceptable vehicle delay for peak periods. The peak hour intersection operations analysis showed that the signal would have longer queues of vehicles on SR 299, where the queues would "block adjacent driveways leading to higher vehicle delay and a greater collision risk." Additionally, "peak hour fuel use and therefore pollutant emissions would be higher with the signal than the roundabout option" (see Table 7 of the ICE, Appendix A).

Because neither the proposed project nor the signal would degrade the LOS of local roadways below an acceptable standard, nor conflict with existing plans, ordinance, policies or programs, impacts would be less than significant. The roundabout would, however, offer additional transportation benefits in terms of safety, shorter traffic queues, and less vehicle pollutant emissions.

c.

Neither the proposed project nor the signal involve any aviation-related uses. No impact would occur.

d.

Although the proposed project entails a new intersection traffic control device, the roundabout would not introduce incompatible traffic types on local roadways as a result of project operation. The project would be constructed and designed according to County and Caltrans requirements and standards that would ensure the safety of the public transportation network. Similarly, no impacts with respect to hazards due to a design feature or incompatible use would result with a signal.

e.

Construction of the proposed project would not substantially interfere with emergency access. Work activities at the intersection would be accomplished using lane reductions and traffic control, rather than complete lane closures or detours that would significantly worsen traffic conditions. Construction would also be scheduled to minimize interruptions during peak traffic periods. As shown in Section III.C.14, "Public Services," although construction-related activities would be temporary in nature, implementation of Mitigation Measure 14.1 would further reduce potential short-term impacts on emergency services to less than significant where emergency service providers would be aware of the schedule and nature of construction activities.

As discussed in Section III.C.14, "Public Services," in the long-term operation of the project, potential impacts associated with the limited access out of the CHP/DMV parking lot and potential delays entering the highway from Lance Gulch Road could result in increased emergency response time for CHP. However, this potential impact would be precluded with roundabout design features that allow right and left turns out of the CHP/DMV parking lot onto SR 299, and an emergency vehicle lane on the splitter island on the Lance Gulch Road approach, as described in Mitigation Measure 14.2. Overall, the roundabout would improve traffic flow and circulation through the intersection. Reducing congestion and improving circulation would result in improved conditions for emergency response services. Implementation of a signal would have fewer temporary impacts related to construction activities, but would have different operational impacts that could be resolved by the use of signal pre-emption devices. However, the signal would not offer the same improvements to congestion and circulation, and would not eliminate the potential for severe traffic accidents.

f.

An existing bicycle lane runs along the west side of SR 299 (adjacent to the east-bound lane) within the project site north of the intersection, and along both sides of the highway south of the intersection. Although construction of the roundabout would temporarily obstruct the bicycle path, this impact would be short-term. Once construction is complete, no further obstruction of the bicycle path would occur.

According to the ICE prepared for the project, in the long term, "bicycle and pedestrian crossings of SR 299 would be provided for both the roundabout and signal options. The roundabout's splitter islands would slow vehicle speeds and reduce crossing distances. Pedestrian crossings would be provided on all four legs of the roundabout intersection. When crossing at the roundabout, pedestrians would cross one lane of traffic at a time, coming in one direction at a time. Pedestrians could then take refuge in the splitter island, then cross another 12 feet on single lane traffic coming in a single direction. The signal would have pedestrian signals to indicate crossing times. However, pedestrian crossings would be approximately 50 feet long and would have to cross traffic in both directions with no refuge in the middle. In addition, due to issues with signal timing, only three legs of the signalized intersection would have crosswalks. The southern leg, closest to the Nugget Lane and Trinity Plaza shopping districts, would not have a crosswalk.

There are two bus stops in the area, one on Nugget Lane south of Glen Road, and one on the east side of SR 299 south of the Burger King. Buses traveling south on SR 299 enter Glen Road, then travel South Nugget Lane and then circle back north on SR 299 to pick up passengers at the Burger King, then return to the intersection and go south on

Nugget Lane again, exiting opposite Martin Road. This travel pattern may have to be altered if the roundabout is installed. However, the new entrance to Nugget Lane from SR 299 would accommodate the Nugget Lane stop, and the roundabout would make it easier to turn around and head back south after picking up the passengers at Burger King. Installation of the signal would not change the travel pattern of the buses.

Neither the proposed project nor the signal would conflict with local plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities.

Mitigation

None necessary

Documentation

Fehr & Peers. 2015. SR 299/Lance Gulch Road Intersection Control Evaluation. Prepared for Trinity County Department of Transportation. Trinity County, CA. May 1.

Trinity County Planning Department. 2002. Trinity County General Plan, Circulation Element. Trinity County, CA. Prepared by LSC Transportation Consultants, Inc. Tahoe City, CA.

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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17. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

Discussion

a.

The proposed project would not exceed wastewater treatment requirements of the North Coast RWQCB. Minor quantities of wastewater may be generated during project construction, but no additional wastewater would be generated during project operation. No impact would occur with implementation of the proposed project or implementation of the signal.

b.

Neither construction of the proposed project nor the signal would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

c.

The proposed project would necessitate minor modifications to existing stormwater drainage facilities. However, the drainage system recently constructed for Lance Gulch Road is designed to adequately handle on-site drainage from the intersection, whether it is a roundabout or a traffic signal. Thus, impacts resulting from storm drain system modification would be less than significant, and would have the same impacts as a signal.

d.

The proposed project would not require additional water supplies, or new or expanded entitlements. Relatively small amounts of water would be consumed during project construction. If the center of the roundabout is landscaped, water would be needed to irrigate the vegetation. However, it is likely that drought-tolerant plants that utilize very little

water would be planted to save on operation and maintenance costs. No significant increase in water consumption would occur as a result of project implementation. Operation of the signal would require no water consumption.

e.

Minor quantities of wastewater may be generated during project construction (e.g., through use of port-a-potties), but no wastewater would be generated during project operation. Neither the proposed project nor the signal would require new wastewater treatment capacity.

f.

In the long-term operation of the proposed project, solid waste would not be generated. Construction of the project would result in a minimal amount of debris that would be disposed of at the Weaverville Transfer Station in Weaverville, where it would be consolidated and ultimately trucked to the Waste Management-owned landfill in Anderson, California. This one-time impact is not expected to significantly affect the capacity of the landfill. Neither the roundabout nor the signal would result in significant impacts with respect to solid waste.

g.

The proposed project and the signal would comply with all federal, state, and local statutes and regulations as they relate to solid waste.

Mitigation

None necessary

Documentation

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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18. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion

a.

As documented in this Initial Study, project implementation could result in possible effects with respect to take of nesting migratory birds, disturbance of cultural resources, increased soil erosion and water quality degradation, increased air emissions and noise levels during construction activities, exposure of construction workers to hazardous materials, delays to emergency access, and socioeconomic impacts. Design features incorporated into the project would avoid or reduce certain potential environmental impacts, as would compliance with existing regulations and permit conditions. Remaining impacts can be reduced to levels that are less than significant through implementation of the mitigation measures presented in the Initial Study. Because TCDOT will adopt mitigation measures as conditions of project approval and will be responsible for ensuring their implementation, it has been determined that the project will not have a significant adverse impact on the environment.

b.

Based on the discussion and findings of this Initial Study and in consideration of recently approved projects in the general area, there is no evidence to suggest that the project would have impacts that are cumulatively considerable.

c.

As discussed herein, the project does not have characteristics that could cause substantial adverse effects on human beings, either directly or indirectly.

Documentation

Trinity County Department of Transportation. 2002. East Connector Roadway Project. Draft Environmental Impact Report. Prepared by Hughes Environmental Consultants, Inc. Sacramento, CA.

IV. COMMUNITY IMPACTS

The purpose of this section is to identify the potential social and economic impacts of the proposed project, with respect to population growth, demographics, local workforce, land use, relocation of businesses, fiscal matters, and safety and efficiency. Social and economic impacts are generally considered significant impacts under CEQA if they are reasonably tied to physical impacts on the environment. Although some of the impacts analyzed in this section, such as fiscal impacts, cannot be reasonably tied to a physical change in the environment, these impacts are of concern to the community. These impacts are discussed herein in the interest of public disclosure.

A. Affected Environment

1. Population and Demographics

Although potential impacts with respect to population are addressed in Section III.C.13, "Population and Housing," additional population and demographic information is provided below for a complete representation of community impacts.

The following information is derived from the Draft 2016 Trinity County Economic and Demographic Profile, prepared by the Center of Economic Development, California State University, Chico. Information is also obtained from the California County-Level Economic Forecast 2015-2040, which was prepared for Caltrans by the California Economic Forecast. The purpose of this information is to provide a brief snapshot of local economic and demographic trends in the community. Additional demographic information such as age distribution, race and ethnicity, deaths and infant mortality, and crime rates, is available in the informational sources listed above.

Population Growth

As shown in Table 4, Trinity County's total population in 2015 was estimated at 13,571. Within that estimate, the community of Weaverville's total population in 2014 was estimated at 3,294 (Table 5). Between 2006 and 2015, the population in Trinity County decreased by 235 residents, which was largely the result of the greater number of deaths compared to births in the County. Between 2006 and 2015, Trinity County had an average annual net migration of 10, the average annual net migration was negative 40 between 2011 and 2015. The majority of both out-migration and in-migration occurred between Trinity County and Shasta and Humboldt Counties. According to projections in the California County-Level Economic Forecast 2015-2040, "over the 2015 to 2020 period, population growth will virtually be flat. The County will neither gain nor lose a significant number of residents."

Economic Growth and Local Work Force

Trinity County was heavily affected by the 2008 economic recession. The rate of unemployment increased between 2007 and 2010, and then increased in the following five years (Table 6). As shown in Table 7, Trinity County's labor force remained mostly unchanged between 2006 and 2015, with an average of about 4,355 employed workers. A slight drop in household income was apparent in 2009; however, it recovered quickly and surpassed pre-recession levels in 2010 and continued to increase until 2013. Poverty rates in Trinity County have remained higher than the State average since 2005, when the rate began growing steadily until 2014 when it fell slightly.

As of 2014, the industries that employed the most people in the County were government and government enterprises (approximately 25.2 percent), followed by manufacturing (approximately 5.8 percent), and construction jobs (approximately 5.7 percent). The top three fastest growing industries within the County between 2005 and 2014 were wholesale trade, utilities, transportation, and warehousing. Sixty-five percent of all Trinity County businesses were small businesses employing one to four employees.

Table 4
Historical Population and Growth Rates, Trinity County

Trinity County Population, Non-incarcerated

Year	Trinity County	1-year change	CA 1-year change
2006	13,806	1.1 %	0.7 %
2007	13,806	0.0 %	0.8 %
2008	13,759	- 0.3 %	0.7 %
2009	13,750	- 0.1 %	0.6 %
2010	13,811	0.4 %	0.7 %
2011	13,738	- 0.5 %	0.6 %
2012	13,471	- 1.9 %	0.7 %
2013	13,391	- 0.6 %	0.9 %
2014	13,389	- 0.0 %	0.9 %
2015	13,571	1.4 %	1.0 %

Source: California Department of Finance, Demographic Research Unit

Table 5
Historical Population Rates, Weaverville

Census-Designated Place Population, Trinity County

CDP	2009	2010	2011	2012	2013	2014
Weaverville	4,251	3,987	3,703	3,328	3,259	3,294

Source: U.S Census Bureau, ACS 5-Year Estimates

Table 6
Total Employment, Trinity County

Total Employment, Trinity County

Year	Employed		1-year change	
	County	State	County	State
2006	4,570	16,821,300	- 1.7 %	1.4 %
2007	4,510	16,960,700	- 1.3 %	0.8 %
2008	4,240	16,893,850	- 6.0 %	- 0.4 %
2009	4,140	16,151,058	- 2.4 %	- 4.4 %
2010	4,140	16,063,542	0.0%	- 0.5 %
2011	4,150	16,237,300	0.2 %	1.1 %
2012	4,230	16,560,300	1.9 %	2.0 %
2013	4,220	16,933,300	- 0.2 %	2.3 %
2014	4,540	17,397,110	7.6 %	2.7 %
2015	4,810	17,798,600	5.9 %	2.3 %

Source: California Employment Development Department, Labor Market Information Division

Table 7
Total Labor Force, Trinity County

Total Labor Force, Trinity County

Year	Labor Force		1-Year Change	
	County	State	County	State
2006	5,070	17,686,700	- 2.1 %	0.8 %
2007	5,030	17,921,000	- 2.9 %	1.3 %
2008	4,860	18,207,350	- 3.4 %	1.6 %
2009	5,000	18,215,658	2.9 %	0.0 %
2010	5,080	18,330,533	1.6 %	0.6 %
2011	5,050	18,404,500	- 0.6 %	0.4 %
2012	5,020	18,494,900	- 0.6 %	0.5 %
2013	4,840	18,596,800	- 3.6 %	0.6 %
2014	5,050	18,811,480	4.3 %	1.2 %
2015	5,220	18,981,800	3.4 %	0.9 %

Source: California Employment Development Department, Labor Market Information Division

In 2014, the four highest earning industries in Trinity County were government and government enterprises, retail, manufacturing, and other services. In 2013, the median household income reached its highest point since 2005 at \$35,708 (Table 8). The County derived a smaller proportion of its income from work earnings than the State average. However, work earnings still make up the largest percentage of income in the County.

Table 8
Median Household Income, Trinity County

Trinity County Median Household Income (Nominal)

Year	County	California
2005	\$ 31,434	\$ 53,627
2006	\$ 33,070	\$ 56,646
2007	\$ 35,439	\$ 59,928
2008	\$ 34,726	\$ 61,017
2009	\$ 33,546	\$ 58,925
2010	\$ 35,207	\$ 57,664
2011	\$ 33,163	\$ 57,275
2012	\$ 35,162	\$ 58,322
2013	\$ 35,708	\$ 60,185
2014	\$ 31,947	\$ 61,689

Source: U.S. Department of Commerce, Bureau of the Census, Small Area Income and Poverty Estimates

Forecasted Population and Economic Growth

According to the California County-Level Economic Forecast 2015-2040, the following forecasted trends (through 2020) will likely shape the social and economic identity of Trinity County:

- Employment growth will increase by an average of 0.2 percent per year.
- Average salaries will remain below the State average, with the exception of inflation-adjusted salaries, which are expected to increase by 0.9 percent.
- Employment growth will be driven by government, education, healthcare, mining, and construction entities. Employment losses will be observed in leisure and hospitality. No employment growth will be observed in financial activities, wholesale and retail trade, manufacturing, or agriculture.
- No substantial growth in population is expected.
- Real taxable sales will increase by an average of 0.5 percent per year.
- Industrial production will increase by 2.1 percent per year.

2. Land Use and Businesses

As described previously, lands within the project site are limited to commercial uses. The area northeast of the Lance Gulch Road/SR 299 intersection contains three parcels featuring three buildings that contain multiple businesses such as Coldwell Banker, a hair salon, and the CHP/DMV. A vacant lot and the Trinity Plaza Shopping Center containing the CVS Pharmacy and Burger King are located to the southeast of the intersection. Various businesses occupy Nugget Lane to the southwest of the intersection, including a building containing U.S. Nails, Radio Shack, with an office space in the rear of the building, accessed from Glen Road. Other businesses such as Weaverville Market and Plotzke Ace Hardware are located to the northwest of the intersection (just north of Glen Road). All the businesses mentioned above are accessed directly from SR 299 via individual or designated driveway entrances or via Glen Road and Nugget Lane. Figure 9 provides an aerial photograph of potentially affected parcels within the project site. Table 9 summarizes the parcels contained in the project site and includes the corresponding APN, current business occupant, and Trinity County General Plan land use and zoning designations, and identifies which alternatives could affect the parcels.

For organizational purposes, areas containing parcels potentially affected by the proposed project have been divided into four quadrants: 1) Nugget Lane south of Glen Road, 2) North of Glen Road, 3) CHP/DMV and Adjacent Parcels, and 4) the Vacant Parcel/CVS Pharmacy. The following are key points of how the roundabout would affect land use and local businesses.

Alternative 1

Nugget Lane South of Glen Road

- Up to 1,200 square feet would be acquired from APN 024-500-4000 (parcel features building containing U.S. Nails, Radio Shack, and office space). The existing building may have to be partially or entirely demolished, but could be reconstructed as a smaller building with fewer parking spaces (zoning codes base parking requirements on the size of a commercial building).
- At least 17 parking spaces in front of U.S. Nails would be removed to facilitate the roundabout and a new turnaround on Nugget Lane.
- Access from Glen Road to Nugget Lane would be eliminated. Access to Nugget Lane would be directly from SR 299, via an existing driveway at the south end of Nugget Lane and via a proposed new access to Nugget Lane from SR 299 (Sub-Alternative A, B or C).

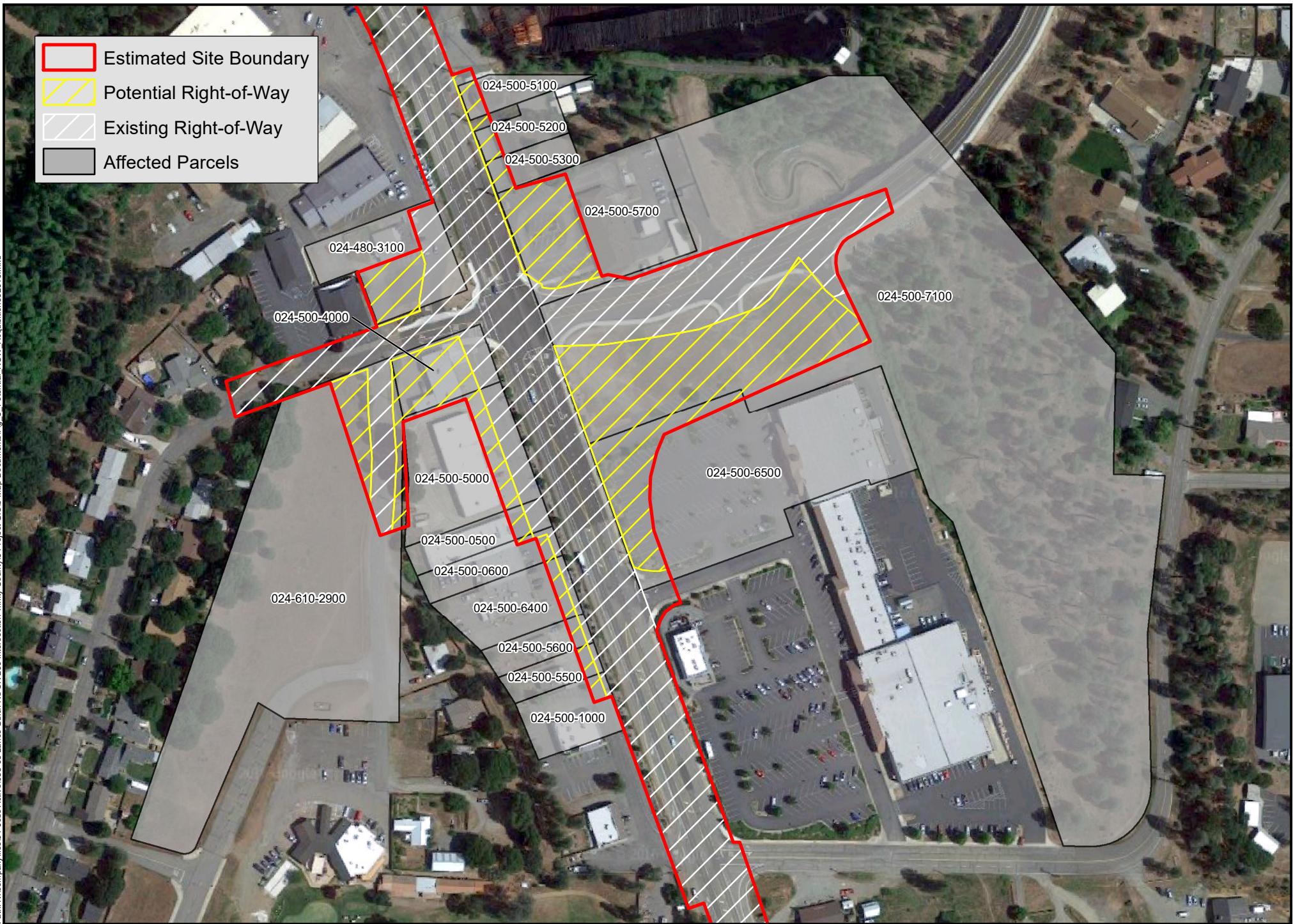


Figure 9

Affected Parcels

All depictions are approximate. Not a survey product. 09.26.16



0 200 Feet

ENPLAN

Table 9
Summary of Affected Parcels in the Project Site

APN	Orientation to Intersection (NE, SE, NW, or SW + Nugget Lane)	Current Business Occupant	General Plan Land Use	Zoning	Alternatives
024-480-3100	NW	Weaverville Market	Commercial	General Commercial (C-2)	1, 2
024-500-5100	NE	Trinity River Lumber Mill office	Commercial	C-2	Not directly affected
024-500-5200	NE	Hair salon, et al.	Commercial	C-2	Not directly affected
024-500-5300	NE	Coldwell Banker Real Estate	Commercial	C-2	Not directly affected
024-500-5700	NE	CHP/DMV	Commercial	C-2	1, 2
024-500-7100	SE	Vacant	Commercial, County Right-of-Way	C-2, County Right-of-Way	1, 2
024-500-6500	SE	CVS Pharmacy	Commercial	C-2	1, 2
024-500-4000	SW + Nugget Lane	U.S. Nails, Radio Shack, office space	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-5000	SW + Nugget Lane	The Floor Store, et al.	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-0500	SW + Nugget Lane	Owens Pharmacy	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-0600	SW + Nugget Lane	Trinity Lanes	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-6400	SW + Nugget Lane	Marino's Pizza House	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-5600	SW + Nugget Lane	Organic Juice Garden	Commercial	C-2	1, 2; Sub-Alt A
024-500-5500	SW + Nugget Lane	Beckett's Trails End Steakhouse	Commercial	C-2	Sub-Alt A
024-500-1000	SW + Nugget Lane	Round Table Pizza	Commercial	C-2	Sub-Alt A
024-610-2900	SW + Nugget Lane	Vacant land	Commercial	Highway Commercial (HC)	2

North of Glen Road

- Up to 4,000 square feet would be acquired from APN 024-480-3100 (portion of Weaverville Market that was the site of the former carwash).
- Direct access to Nugget Lane north of Glen Road would be farther away from the SR 299 intersection. Vehicles, including delivery trucks and emergency access vehicles, would have to drive approximately 30 feet farther along Glen Road to/from the intersection to turn-in and turn out of the new driveway. The splitter island on the Glen Road approach to the roundabout would be shortened, so that vehicles could turn left or right to enter or exit the property from Glen Road.

CHP/DMV and Adjacent Parcels

- The SR 299 shoulder in front of DMV that is currently used by trucks for DMV inspection would no longer be available. This has been a casual use by DMV within Caltrans right-of-way, and is not technically allowed. Without this project, the planned extension of sidewalk and bike lane in this location would preclude this use in the future.

Vacant Parcel/CVS Pharmacy

- Vehicles, including delivery trucks and emergency response vehicles, would use a vehicle turnaround on Nugget Lane south of Glen Road in front of Radio Shack.

- Up to 6,600 square feet would be acquired from APN 024-500-7100 (the vacant parcel between Lance Gulch Road and CVS Pharmacy) to facilitate the roundabout.
- The existing driveway onto SR 299 just south of the vacant parcel would be restricted to right-in/right-out only access, as it is now.

Alternative 2

Nugget Lane South of Glen Road

- Approximately 7,500 square feet of APN 024-500-4000 would be acquired, and the U.S. Nails portion of the building and possibly the adjacent Radio Shack and office space in the rear of the building would be removed to facilitate the roundabout. The property owner or building owner would have the opportunity to build a smaller building on the remaining land if it is viable, and could meet zoning requirements for setbacks and parking.
- A significant number of parking spaces, at least 23 spaces, would be removed. However, with one or possibly both businesses removed or decreased in size, the need for parking would decrease.

North of Glen Road

- Up to 5,500 square feet would be acquired from APN 024-480-3100 (Weaverville Market).
- Impacts are similar to those described under Alternative 1, above. Direct access to Nugget Lane north of Glen Road would be farther away from the SR 299 intersection, directly across from Golf Course Drive. Vehicles, including delivery trucks and emergency access vehicles, would have to drive approximately 40 feet farther along Glen Road to/from the intersection to turn-in and turn out of the new driveway. However, vehicles could turn left or right to enter or exit the property from Glen Road at a safer distance from the roundabout and crosswalk.

CHP/DMV and Adjacent Parcels

Same impacts as described under Alternative 1, above.

Vacant Parcel/CVS Pharmacy

Same impacts as described under Alternative 1, above.

B. Impacts

The following evaluation is based on a qualitative analysis of the proposed project's effect on the community.

1. Population and Demographics

Common to Alternatives 1 and 2

As previously stated in Section III.C.9, "Population and Housing," the proposed project is not expected to directly or indirectly induce substantial population growth in the area. Therefore, changes to the population or demographic character of the project area are not expected. Although construction-related jobs may be temporarily created, most are expected to be existing Trinity County residents or commuters from Reading, or some may use temporary accommodations in Weaverville such as hotels or trailer parks. Due to the short-term nature of the jobs, project construction is not likely to attract new residents to the area. Without population growth, no impacts to the demographics of the area, including the local workforce would be expected. Potential impacts associated with the proposed project would

be less than significant, and would not be greater than the potential impacts associated with implementation of a signal.

2. Land Use and Businesses

Common to Alternatives 1 and 2

In general, acquisition of right-of-way would be necessary to facilitate either roundabout alternative; specifically, new right-of-way would be needed to facilitate utility relocation, shifting road alignments, reconfiguration of driveways off of SR 299, creating new access onto SR 299, and creating new routes to aid in traffic circulation in the vicinity of Nugget Lane and Glen Road. The proposed project would represent a minor, but permanent effect on land use patterns, in which the project may require take of existing buildings (see “Relocation” section below) and impose limitations on future development. In addition, acquiring land from APN 024-500-7100 (the vacant parcel between Lance Gulch Road and CVS Pharmacy) would affect future development of the site, including subdivision and development options. After construction, some of the acquired right-of-way would likely be available for purchase and would remain useable for commercial use. Existing land or business owners would have first option to repurchase any leftover property if desired.

In the case of acquisition of a portion of APN 024-480-3100 (Weaverville Market) that was the site of a former carwash, on the north side of Glen Road, the property owner requested that the existing driveway on Glen Road remain at its current location (just off SR 299). However, the existing driveway is right at the pedestrian crossing in the proposed roundabout designs, and even if the size of the roundabout footprint were decreased, there would not be sufficient room to accommodate the roundabout, pedestrian crossing, and the driveway. In addition, the property owner requested that another driveway off SR 299 be added a short distance north of the SR 299/Glen Road intersection, closer to the front of Weaverville Market. However, a driveway at this location is not feasible because it would be too close to the intersection. It should be noted that even with the signal, it is not likely that these access requests could be met due to Caltrans standards. Therefore, while the roundabout would not improve access to this parcel, the signal would not do so either.

Implementation of the proposed project would convert commercial land uses to road right-of-way. Some areas would remain available for commercial use after completion of the project, and would be made available for purchase by the affected business or property owners, or by others. Affected areas are small in size and their conversion is not expected to substantially affect adjacent land uses. The project would ultimately improve circulation and traffic flow, conform to the rural aesthetics of the community, and increase vehicular and pedestrian safety at the intersection, which would ultimately improve land use opportunities in the area. In addition, implementation of the roundabout provides an opportunity to create a gateway to the community on westbound SR 299, which also alerts motorists to the change to an urbanized area—slower vehicle speeds, potential for pedestrians—and offers an aesthetic or “branding” opportunity to welcome motorists into the community. Therefore, land use impacts associated with a roundabout are considered less than significant; however, land use impacts associated with a signal would be even less than those of a roundabout.

Access

Common to Alternatives 1 and 2

During construction activities, businesses near the SR 299/Lance Gulch Road intersection would experience short-term disruptions and possible loss of some business, due to less convenient access to these businesses. However, there are additional access points to businesses from SR 299, and work would be accomplished using lane reductions and traffic control, rather than complete lane closures or detours that would significantly worsen traffic conditions.

In the long-term operation of the project, businesses near the SR 299/Lance Gulch Road intersection may be negatively impacted by changes in access and parking (i.e., closed or restricted access to Nugget Lane from Glen Road and loss of parking spaces along Nugget Lane). A through connection from Nugget Lane to Golf Course Drive was considered an initial possibility but further studies indicated that the corresponding turning radius would not provide sufficient turning movements for California Legal trucks. For this reason, this option was not considered further. Because driveway access to parcels north of Glen Road would be farther away from the SR 299 intersection, vehicles, including delivery trucks and emergency access vehicles, would have to drive farther along Glen Road to/from the SR 299/Glen Road intersection to turn in/turn out of the new driveway. This may also result in less apparent access for motorists passing through Weaverville in route to other destinations.

Although parking for DMV truck inspections on SR 299 would be removed, there is not a viable solution to provide other means of truck parking. These trucks parked along the SR 299 shoulder pose a safety issue because the vehicles obstruct sight distance from the DMV driveway to traffic on SR 299. The shoulder is within Caltrans right-of-way and is not formally recognized as a truck inspection area for DMV. Caltrans generally discourages parking along the highway. In addition, future plans for a bike lane and sidewalk at this location would have precluded this use in the future, even without this project. Due to Caltrans' ownership of the shoulder and potential safety issues, this impact is not considered significant, although DMV operations would be affected.

In addition, as discussed previously in Section III.C.14, "Public Services," comments from CHP focused on the concern that with a roundabout design, a left-turn out of the CHP/DMV parking lot onto SR 299 would no longer be permitted. According to CHP, because officers and customers exiting the driveway and desiring to go eastbound on SR 299 would be limited to a right turn only, they would be required to make an illegal U-turn on SR 299 to get into the eastbound lane. This would delay CHP's response time and create a safety issue with on-coming traffic for CHP and the DMV customers. Because emergency response time may be slowed, and because of the increased safety hazard for the public impacts to CHP access would be considered potentially significant. To address this concern, design features of the roundabout have been revised to accommodate right and left turns in and out of the CHP/DMV driveway from SR 299 by shortening the length of the splitter island in front of the driveway. In addition, the splitter island on the Lance Gulch Road approach to the roundabout would be designed so that CHP and other emergency vehicles can drive on it to pass other vehicles waiting to enter SR 299 from Lance Gulch Road. Implementation of Mitigation Measure 14.2 (in Section III.C.14, "Public Service") would ensure that long-term impacts to CHP response would be less than significant.

Alternative 1

Removal of at least 17 parking spaces in front of U.S. Nails and Radio Shack on Nugget Lane south of Glen Road may eliminate convenient customer parking for both businesses. Because this alternative precludes access between Glen Road and Nugget Lane, occasionally, during periods of higher traffic volume, Nugget Lane may experience some delays. However, Nugget Lane would remain accessible from SR 299 via an existing driveway at the south end of Nugget Lane and via a proposed new access to Nugget Lane from SR 299. Delivery trucks may have a difficult time articulating the turnaround on Nugget Lane and loss of access from Glen Road. However, they may enter by way of the new access and exit at the south end of Nugget Lane, so that they do not have to turn around.

Alternative 2

Potential impacts with respect to access are considered greatest under Alternative 2. Removal of at least 23 parking spaces in front of U.S. Nails and Radio Shack on Nugget Lane south of Glen Road would be a significant impact on accessibility and convenience for the two businesses. However, with one or possibly both businesses removed, the need for parking spaces would decrease. The loss of parking spaces is considered potentially significant as it would render the businesses inoperable. This

impact is addressed under “Relocation” below.

Implementation of the signal would not result in direct adverse impacts to parking or access. No businesses or parking would be taken, and access between Nugget Lane and Glen Road would remain open in both directions. However, as stated in the Intersection Control Evaluation prepared for the project, traffic analyses showed that the signal would have longer queues on SR 299 than a roundabout and that the queues would block adjacent driveways leading to higher vehicle delay and a greater collision risk. Thus, the signal may actually hinder access if motorists are dissuaded from patronizing the businesses near the intersection due to traffic congestion.

Sub-Alternatives A, B, and C

The three sub-alternatives refer to the three locations where a new access may be placed to access Nugget Lane south of Glen Road from SR 299. The new access is proposed to replace the access from Glen Road to South Nugget Lane if the roundabout is constructed. As described in Section I.C, “Project Description”:

Sub-Alternative A – A new opening to Nugget Lane from SR 299 would be provided across from the existing driveway adjacent to Burger King in the Trinity Plaza Shopping Center. Although farther away from the roundabout, this alternative is less desirable because vehicles could cross SR 299 to the Burger King entrance, which would create a traffic impact. In addition, an access opening at this location would be more difficult for California Legal trucks to access the Floor Store, Radio Shack and other businesses on Nugget Lane south of Glen Road because they would have to back up on Nugget Lane for approximately 200 to 300 feet.

Sub-Alternative B – A new opening to Nugget Lane from SR 299 would be provided across from the driveway to CVS Pharmacy in the Trinity Plaza Shopping Center. This access is more desirable, as eastbound California Legal trucks could make a right turn into Nugget Lane, and have a reduced distance to back up toward the Floor Store and U.S. Nails/Radio Shack to make deliveries before exiting at the south end of Nugget Lane opposite Martin Road. Left turns in and out of Nugget Lane and through movements across SR 299 would be prohibited by the splitter island in the median.

Sub-Alternative C – Similar to Sub-Alternative B, except the new opening to Nugget Lane from SR 299 would be shifted midway between and opposite from the CVS Pharmacy driveway and the Burger King driveway in the Trinity Plaza Shopping Center. Sub-Alternative C is the preferred alternative as it provides additional distance between the pedestrian crossing at the roundabout and the driveway entrance/exit, while reducing the distance that delivery trucks would have to back up on Nugget Lane. Although the intersection would be clear of the splitter island, left turns in and out of Nugget Lane and through movements across SR 299 would be prohibited to maintain orderly traffic. Only right turns into and out of Nugget Lane would be allowed. Trucks could make a right turn into this entrance, but would have to exit at the south end of Nugget Lane opposite Martin Road.

These sub-alternatives provide alternatives to trucks and cars so that they do not have to turn around on Nugget Lane. The turnaround would still be provided at the north end of Nugget Lane, so that vehicles accessing the businesses on the north end would be able to reach the exits further south. However, trucks would likely not be able to use the turnaround, and would have to back up to make deliveries to the stores north of whichever entrance is constructed. This impact must be balanced with distance from the roundabout along the highway. Putting access points on the highway too close to the roundabout intersection could create a traffic hazard. Promoting through movements across the highway in this congested area could also be a hazard. Sub-alternative C presents a compromise that decreases the truck backing distance and increases the distance on the highway from the roundabout, while precluding through movements across the highway.

Taxable Sales and Other Business Impacts

Common to Alternatives 1 and 2

Construction of the proposed project would result in construction expenditures within Trinity County and specifically within the community of Weaverville. The local workforce could benefit from the construction work. There could be some increases in business activities at local retail stores and services. Most sales generated directly and indirectly by project construction would be taxable, where the sales tax revenue would go to the community. These beneficial impacts would be spread throughout the region, but would not be substantial when compared to overall sales tax revenues.

Alternative 1

As described in the East Connector EIR, businesses located on Nugget Lane near the intersection of SR 299 and Glen Road may experience long-term economic impacts and loss of business as a result of potential closure of Nugget Lane at Glen Road and permanent changes in access to these businesses from SR 299 (see discussion under "Access" above). Several of these businesses cater to through traffic along SR 299; motorists patronize these businesses partly because of the convenient access from SR 299. Particularly affected would be U.S. Nails and Radio Shack located on Nugget Lane south of Glen Road. This alternative may require U.S. Nails, and possibly the Radio Shack to relocate or close. Taxable sales would be lost if these businesses closed or relocated to less desirable locations. Businesses along Nugget Lane at this location have expressed concern regarding closure of Nugget Lane. However, this potential impact with respect to taxable sales would be considered a very minor loss of overall sales taxes in the region.

Alternative 2

Alternative 2 would require U.S. Nails to relocate or close, and could also require relocation or closure of the Radio Shack. Taxable sales would be lost if these businesses closed or relocated to less desirable locations.

Potential impacts with respect to taxable sales and other business impacts would be considered less than significant with a roundabout; however, a signal would result in even less potential impacts.

Costs

Funding for design and right-of-way acquisition for the project comes from local, State, and federal transportation funds, which are derived primarily from road and fuel taxes. These funds are specifically designated for road construction and cannot be used for other purposes. Maintenance of the project would be the responsibility of TCDOT. As described above, the County would need to acquire portions of private parcels for road right-of-way to build the roundabout. The County would purchase the land and compensate the landowners and business owners for the loss, in terms of relocation compensation or assistance (see Mitigation Measure IV.2.1 below).

The construction cost for the roundabout is estimated to be three to five times the cost of the signal. In contrast, maintenance costs would be less with the roundabout since a signal requires power to operate, regular replacement of components (lamps and other electronic components), and periodic review of signal timing. When collision, construction, and right-of-way costs are considered, the benefit-to-cost ratio is highest with the roundabout option. While the roundabout option would affect vehicle access and have a greater construction cost, this option would provide lower vehicle delay, enhanced traffic safety, and lower maintenance cost than the signal.

Relocation

Common to Alternatives 1 and 2

Impacts of right-of-way acquisition would be greatest on APN 024-500-4000 where the building containing two businesses (U.S. Nails and Radio Shack) may be partially or entirely demolished. Other buildings would not be affected in this way. Although the County intends to leave the property as a viable commercial property, impacts to the building would be considered a significant effect, and relocation would likely be necessary. Implementation of Mitigation Measure IV.2.1 below would ensure that potential impacts to the business and property owners would be less than significant.

MM. IV.2.1. TCDOT shall purchase the affected property and provide appropriate compensation to the property owner, building owner, and business owners in compliance with federal and state law and provide relocation assistance to the business owners, if necessary.

Implementation of a signal would not result in the relocation of any businesses.

Safety and Efficiency

Common to Alternatives 1 and 2

The proposed project would result in beneficial effects in terms of fuel savings, as well as maintenance, repair, and operating expenses. Mobility improvements would also reduce emergency response times in Weaverville and surrounding areas.

The proposed project would enhance pedestrian safety, requiring only one lane of traffic to be crossed at a time versus four lanes at once with a signal. Crosswalks would be provided on all four legs of the roundabout, but no crosswalk would be provided on the south side of the signalized intersection, which is the closest way to cross between the shopping districts in the Trinity Plaza and Nugget Lane. In regards to transportation safety, as described previously in Section III.C.14, "Public Services," according to Transportation Research Board's 2010 *Roundabouts: an Informational Guide*, "roundabouts have an observed reduction of 35 percent in total crashes, 76 percent in injury crashes and 90 percent in fatal accidents compared to conventional intersection control. The crash reduction is due to minimizing of conflict points and the lower speeds needed to traverse the intersection. While traffic signals can reduce the likelihood of broadside crashes, rear-end crashes may increase since drivers may not expect to encounter a traffic signal, particularly on a two-lane highway in a rural county."

Documentation

California Economic Forecast. 2015. California County-Level Economic Forecast 2015-2040. Prepared for Caltrans. <http://www.dot.ca.gov/hq/tpp/offices/eab/docs/Full%20Report%202015.pdf>. Accessed September 2016.

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V. Public Comment and Coordination

Comments from the public regarding the project were collected from in-person meetings with business owners and landowners in July and August 2016, as well as from written and verbal comments received before, during, and after a public workshop that was held by TCDOT on August 23, 2016. The following is an overview of the main comments received with respect to the project.

Comments from Radio Shack

The building owner and franchise owners of Radio Shack (located on APN 024-500-4000) expressed concerns regarding parking and accessibility with implementation of a roundabout. A main concern was that if Nugget Lane was a one-way in-only, potential customers, especially tourists, may be dissuaded from stopping at their store if access is unclear or does not appear convenient. The Radio Shack owners were also concerned about having to relocate to a new location that is not adjacent to SR 299 and may not be acceptable to Radio Shack Corporation as a franchise.

Comments from U.S. Nails

The owner of U.S. Nails (located on APN 024-500-4000) expressed concerns regarding the potential relocation of the salon as a result of roundabout construction. The main concern was that the time and money spent establishing their business at its current location would not be compensated for. They were also concerned about losing business if they relocated.

Comments from the Floor Store

The Floor Store commented that if Nugget Lane became in-only from SR 299, trucks delivering goods to businesses on Nugget Lane would have to change how they access the businesses, but that it was not infeasible.

Comments from Weaverville Market

Acquisition of right-of-way from the part of the owner's parcel (APN 024-480-3100), that was the site of a former carwash north of Glen Road, would affect future development plans of the parcel. Future business, including a possible gas station, could not be constructed as close to the intersection as previously planned. Replacing the existing driveway from Glen Road farther west on Glen Road, away from the intersection, would not be as convenient or obvious for motorists, especially tourists. The owner also noted that a signalized intersection provides motorists better views of businesses and more time to look around, than a roundabout. Concern was also expressed regarding how large trucks would access businesses north of Glen Road, with Nugget Lane no longer accessible directly from Glen Road.

Comments from Owner of Vacant Parcel Next to CVS Pharmacy

Acquisition of right-of-way from the owner's vacant parcel (APN 024-500-7100) between Lance Gulch Road and the CVS Pharmacy would affect future development plans for the parcel. Businesses could not be constructed as close to the intersection as previously planned. The owner also stated that a signalized intersection would provide motorists better views of businesses than a roundabout.

Comments from CHP

Comments were received from CHP during an in-person meeting with the TCDOT project team. As discussed in the meeting, CHP provided a letter to TCDOT documenting their concerns with the project. CHP concerns are related to loss of parking, limited access in and out of the CHP/DMV parking lot, modifications to the driveway serving the parking lot, removal of the DMV and CHP truck inspection lane, and encroachment of sidewalk onto CHP's secured yard. The letter from CHP is provided in its entirety in Appendix C.

Summary of Written Comments Received Before, During, and After the Public Workshop

Of the 40 comment cards and letters received before, during, and after the public workshop, 16 people were in favor of construction of a roundabout, 18 people were against the roundabout (for the signalized intersection), and 5 people did not specify their preference. The following is a brief list of topics that the written comments covered.

- Weaverville is a small town that should be left alone.
- Prefers the 4-way stop.
- Prefers the signal.
- Roundabout will cause Radio Shack to relocate or close down.
- Prefers the roundabout.
- A roundabout in Brentwood, CA was unsafe for pedestrian.
- A roundabout would provide for a gateway to the community.
- A roundabout intersection takes time to get used to.
- Young drivers may be brought to Weaverville to practice driving through a roundabout.
- Questioned what the accident rates are for a 4-way traffic stop, signal, and a roundabout.
- Roundabouts are safer and induce less smog because vehicles stop less.
- Cost for a roundabout is not justifiable.
- Keep 4-way stop and save money for other projects.
- Roundabouts cause traffic issues.
- Roundabout would cause accidents because motorists are unfamiliar with them. Lance Gulch Road was not needed and should not have been built.
- Roundabouts are “awful” and expensive.
- A roundabout contributes to a “beautiful, safe and functional community.”
- The initial cost of a roundabout does not compare to near and long-term benefits.
- Impacts to local businesses can be mitigated.
- “Shipping trucks having to back up is not a significant impact when compared with societal benefits.”
- “Lived in two towns as they’re had their first roundabouts installed. In both instances, local opposition was substantial. People, especially elders, dislike change. However, in both instances the community quickly embraced the roundabout once they experienced it.”
- “The existing businesses are of marginal benefit to the community. The roundabout would have substantial community benefits for generations to come.”
- Safety and congestion facts should be the focus. “Roundabout Alternative 2 is the best choice.”
- People will want a roundabout after a signal with a camera is installed for three years.
- A roundabout would impact businesses and is a waste of money.
- A signalized intersection is simple and cost-efficient. Safety aspect of the intersection “may be overstated.”

- Wants equal safety for motorists as pedestrians. If CHP needs to get out of the parking lot, “they should have a kill switch to stop traffic so they can respond to the emergency ASAP.”
- Thanked the TCDOT project team’s “patience” and “good humor.” An “open mind could find many new concepts and allowances.”
- Safety is important. “Chance of fatality is reduced by 90% for a roundabout vs stop signal.”
- A roundabout supports the rural character of the community.
- “People tend to speed up at traffic signals to ‘beat the yellow;’ roundabouts force people to slow down before entering the community.”
- Many motorists run the stop sign. Instead of a signal or a roundabout, a camera should be installed at the intersection which will also capture “drug runners.”
- Roundabouts reduce electric costs, “bad emissions by 20%, improve fuel economy due to not stopping and waiting, reduce intersection collisions and keep traffic flowing smoothly. The logging trucks have to lower their speed anyway and a roundabout will be easier than completely stopping.”
- Roundabouts increase traffic flow.
- Roundabouts are not difficult to navigate especially after experience driving through other roundabouts.
- “A traffic light would necessitate a right turn lane, in my opinion. Otherwise, what is the significant importance for building the spur that now causes the need for a traffic signal or roundabout?”
- More traffic will be coming through Weaverville once construction at Buckhorn Summit is complete. “It is important to keep traffic moving, and cross-traffic at the intersection in question isn’t enough to necessitate a traffic signal. The stop sign, however, has resulted in the backup of 7-12 cars and semi-trucks at busy times, especially due to the long delays/wait time due to construction near Buckhorn Summit.”
- The Lance Gulch Road/SR 299 intersection is dangerous for pedestrians and those in wheelchairs.
- Roundabouts are “not pleasant to maneuver.”
- The difference in the cost of the roundabout and the light constitutes a “no brainer” in my book. I do not want anyone to lose any portion, or all, of their property just to make this project work.
- If a roundabout is selected, there should be a shaded rest area at the center for pedestrians to rest.
- Pedestrians “need to get from Nugget Lane to CVS, et al., or the reverse.”

See Appendix C for verbal comments received during the public workshop.

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