

List of Technical Studies that are Bound Separately

Traffic Operations Analysis Report

Air Quality Report

Noise Study Report

Draft Noise Abatement Decision Report

Water Quality Report

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

Historic Study Report

Historic Resource Evaluation Report

Historic Architectural Survey Report

Archaeological Survey Report

Hazardous Waste Reports:

- Initial Site Assessment

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

Community Impact Analysis Report

Growth Inducement Analysis Report

Draft Relocation Statement

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR THE SOUTH STOCKTON 6-LANE PROJECT THAT WOULD ADD TWO LANES TO STATE ROUTE 99 BETWEEN POST MILE 15.0 AND 18.6 WITH IMPROVEMENTS TO INTERCHANGES IN THE CITY OF STOCKTON

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501).

Findings:

1. "Changes or alternations have been required in, or incorporated into, the project, which avoided or substantially lessen the significant environmental effect as identified in the final EIR."

Statement of Fact:

Changes and alterations were added to the project design as information was discovered during environmental studies to successfully avoid and minimize impacts to potentially sensitive environmental resources in the project study area. Additionally, per Caltrans standard policies and procedures, there are many features added to this project that resulted in a net benefit from construction of the project. These features are not added to mitigate significant impacts, but are required to follow standard practices.

Authorization was given to locate the additional lanes into the median area of State Route 99, instead of widening to the outside of the route. This decision greatly reduced the degree of impact to properties, and to people living and working in the project area. Also, many small adjustments to the design have been made to shrink the footprint of the project around the interchange areas to avoid and minimize impacts to properties.

Land Use:

The project would not significantly change land use designations.

Consistency with State, Regional, and Local Plans:

The project is consistent with the general plans for the city of Stockton and San Joaquin County to improve and add capacity to State Route 99.

Growth:

There are no significant growth issues resulting from this project, as focused growth studies found that the project and its relative cumulative projects would not stimulate unplanned residential or related commercial growth in the area.

Community Cohesion:

Community cohesion would be enhanced with the improvements to local streets and overcrossings, the addition of landscaping, and with improved access on and off of State Route 99.

Relocations:

There are more than sufficient replacement facilities for businesses and residences, and with implementation of the Caltrans Relocation Assistance Program there would be no significant impacts to parties being relocated.

Environmental Justice:

The project would not cause a disproportionately high and adverse impact on any minority and/or low income populations as per Executive Order 12898 regarding environmental justice. The project does not divide communities of concern, includes modifications to the design to minimize impacts to properties, includes features to benefit the community, such as, soundwalls to reduce noise, landscaping that will add visual enhancement, improved transportation system for safer travel through the project area, and improved drainage facilities to keep water off of the roadway.

Utilities/Emergency Services

There would be no significant impacts to utilities or emergency services, as the design and selection of Alternative-2 was partially due to input from local representatives of the city of Stockton Fire Department, the city of Stockton Police Department, the San Joaquin County Sheriffs Department, and the California Highway Patrol. Improvements were made to the design, such as, to rebuild and not remove the Charter Way overcrossing, per input from emergency responders to ensure optimal response times for emergency response vehicles to different parts of the project area and to State Route 99. Also, through the final design process for the project there are standard procedures, which continue coordination with utility companies to work together to relocate utilities where necessary.

Traffic and Transportation/Pedestrian and Bicycle Facilities

There would be no significant impacts to traffic or pedestrians and bicyclists from the project as the project enhances the transportation system by improving mobility for vehicles, pedestrians, and bicyclists. Local streets would be improved to meet or exceed local road standards, including sidewalks, curb and gutter at overcrossings that will enhance pedestrian and bicycle use.

Visual Aesthetics:

There would be no significant impacts to the visual landscape, as the project would add landscaping once the project is constructed. It is Caltrans policy to replace any existing landscaping that maybe removed by construction of a project. A separate landscape job is planned to follow right after construction of the project to add landscaping to the project area, and to complete some restoration work in Duck Creek where existing box culverts will be extended.

Hydrology Floodplain:

There are no regulatory floodways in the project area, nor would there be a *significant encroachment* as defined in federal regulations.

Water Quality and Storm Water Runoff:

There would be no significant impacts to water quality of from storm water runoff with implementation of standard procedures required under Caltrans statewide National Pollutant Discharge Elimination System permit. The project includes fifteen potential infiltration basin sites, identified to collect all drainage run-off from State Route 99, so no water drains directly into intersecting creeks in the project area.

Paleontology:

There would be no significant impacts to paleontological resources, as there is a moderate to low potential for there to be resources present in the sediment underlying the project. Also, a monitor will be present during any deep excavation to ensure no resources are impacted.

Hazardous Waste:

There would be no significant impacts to or resulting from hazardous waste, to air quality, or from increased noise levels. All established federal and state regulations are followed regarding the handling and treatment of potential hazardous waste identified or found during construction within the project area.

Air Quality:

The project is not a *project of Air Quality Concern* and contributes to lowering air pollutant emissions in the project area.

Noise:

There were no thresholds for significant impacts met requiring noise mitigation for this project, however, Caltrans has established criteria where noise abatement must be *considered* where reasonable and feasible. For this project, seven locations have been identified to build soundwalls, which also would effectively be mitigating for past housing developments, where developers in the past were not required to build walls, but would be required today.

Natural Communities:

There would be no significant impacts to any recognized *natural communities*, as there are none within the project study area.

Wetlands and Other Waters:

No significant impacts would occur, as there are no waterways in the project area qualified as wetlands as defined by the Army Corps of Engineers. Only a minimal amount of land (0.2 acres) would be considered a permanent loss of *Waters of the United States*.

Animal Species:

There would be no significant affect to animal species, as thorough *protocol* studies conducted in the area for federal and state listed species found no sightings for any species nor suitable habitat for potential species.

Threatened and Endangered Species:

No significant impacts would occur to any threatened or endangered species. The project does include removal of vegetation in Duck Creek where existing box culverts need to be widened. In this area the United States Fish and Wildlife Service determined a *Not Likely to Adversely Affect* for potential habitat that may be a temporary travel corridor for the federally listed giant garter snake.

Invasive Species:

There would be no significant impacts due to invasive species, as Caltrans best management practices are design to prevent the spread of invasive species by not using listed noxious weeds in landscaping and erosion control practices. Also, during construction in areas that are particularly sensitive, extra precautions are taken such as inspection and cleaning of equipment.

Cumulative Impacts:

The analysis of the environmental studies shows that the incremental effects from the proposed project, combined with the effects of present, past, and probable future projects are not cumulatively considerable, and that the overall results show positive effects from the project.

Temporary Construction Impacts:

There would be no significant permanent or temporary impacts resulting during construction of the project. A traffic management plan would be implemented to ensure safe access to properties for residence, parties conducting business in the area, and for emergency services. Strict rules are followed to prevent any storm water violations. Local noise ordinances are followed to keep noise levels to a minimum, especially when residence are typically home in the early evening and nighttime. Public information meetings are conducted to provide information to property owners and interested parties about the plans for construction, and to gather any pertinent information that could assist in better service and communication with those directly adjacent to the construction zone of the project.