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MEMORANDUM

DATE: January 30, 2026

TO: Elizabeth Hummel, Environmental Branch Chief, Caltrans District 10

FROM: Amanda Durgen, Principal Environmental Planner, LSA
Kat Hughes, Senior Environmental Planner, LSA

SUBJECT: Big Trees Parkway Bridge Deck Replacement (Bridge No. 30P-0001) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

INTRODUCTION

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (U.S.C.) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreational lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation project requiring the use of publicly owned land of a public park, recreational area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, State, or local officials having jurisdiction over the park, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The project includes all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuge, or historic site resulting from the use.

This Section 4(f) Evaluation identifies the Section 4(f) resources in and near the Big Trees Parkway Bridge Deck Replacement Project (proposed project) study area. The objectives of this analysis are to describe the regulatory setting, affected environment, impacts on Section 4(f) resources, and measures to minimize harm to the affected resources.

The California Department of Parks and Recreation (DPR) in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) is proposing to rehabilitate the Calaveras Big Trees State Park – Big Trees Parkway Bridge (Br. No. 30P-0001) and to construct the necessary approach roadway improvements to accommodate the bridge upgrades.

LSA Associates, Inc. (LSA) has prepared this memorandum to provide the documentation to support determinations required to comply with the provisions of United States Code (USC) Title 23, Section 138 and 49 USC 303, hereafter referred to as Section 4(f). This memorandum has been prepared in accordance with the legislation established under the U.S. Department of Transportation Act of 1966 (23 USC 138 and 49 USC 303). Additional guidance was obtained from the Federal Highway Administration's (FHWA) Technical Advisory T6640.8A[1] and Section 4(f) Policy Paper.[2]

Section 4(f) Use Determinations

When a project is adjacent to or on a property protected under Section 4(f), the impacts of the project must be evaluated. Section 4(f) defines the impact level by types of "use." These "uses" occur when any of the conditions discussed in the following subsections are met.

Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project's proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

Temporary Occupancy

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is not considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f). Temporary impacts on a Section 4(f) property may trigger the application of Section 4(f). Code of Federal Regulations (CFR) Title 23, Section 774.13(d) defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does not rise to the level of permanent/direct or constructive use for the purposes of Section 4(f):

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1 Federal Highway Administration (FHWA). 1987. Guidance for Preparing and Processing Environmental and Section 4(f) Documents. FHWA Technical Advisory T6640.8A. October 30.

2 Federal Highway Administration (FHWA). 2012. Section 4(f) Policy Paper. FHWA Office of Planning, Environmental, and Realty, Project Development and Environmental Review, Washington, DC. July 20. Website: https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx (accessed February 2024).

- Duration is temporary (that is, the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).
- Scope of work is minor (that is, the nature and magnitude of the changes to the Section 4[f] properties are minimal).
- No permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property are anticipated.
- The property is restored to the same or better condition that existed prior to the project.
- Agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions is documented.

De Minimis Impact Determinations

When impacts on a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have "no adverse effect" on the property in question. The State Historic Preservation Officer (SHPO) and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a *de minimis* determination for properties where the project results in "no adverse effect."
- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.

Project Description

The proposed project would rehabilitate the bridge where Big Trees Parkway (also called the Walter W. Smith Memorial Parkway) crosses over the North Fork Stanislaus River in Calaveras Big Trees State Park. The proposed project would also construct the necessary roadway approach improvements to accommodate the bridge upgrades, replace the deteriorated concrete roadway deck, and address seismic deficiencies of the existing bridge to satisfy current performance standards.

Existing Facility

The existing bridge, built in 1959, measures 36 feet wide by 236 feet long and consists of two 14-foot travel lanes, two 4-foot sidewalks on each side of the bridge, and timber guardrails. While the bridge was constructed in 1959, in its September 2022 Bridge Inventory, Caltrans determined the bridge to be a Category 5 resource, indicating that it was found not eligible for the National Register of Historic Places.

In late 2021, DPR completed a temporary deck repair project to ensure the continued load capacity of the bridge deck (15, 24, and 26 tons for Type 3, Type 3-S2, and Type 3-3 trucks, respectively). The temporary deck repair project involved the addition of steel trench plates over the west-bound lane in spans 1 and 3. The east-bound lane is currently closed to vehicle traffic, and vehicular access to the one-lane bridge is controlled by a metered stop light.

Existing Setting

The project area is rural and is primarily characterized by open space and the North Fork Stanislaus River channel and its associated riparian vegetation. The project spans over the perennial North Fork of the Stanislaus River whose banks are occupied by boulders, natural vegetation, and trees. Development in the project vicinity includes local roads, parking areas, trails, and picnic areas. See Figure 1 for the location of the project and Figure 2 for a more detailed view of the project site.

The project region is characterized by a temperate climate, with warm summers and moderate to severe winters. Rainfall averages 29 inches annually.[3] Precipitation usually occurs in the form of spring rain and winter snow. The North Fork Stanislaus River flows south through the project area.

At an average elevation of approximately 3,600 feet, the project is within the Upper Sonoran Life Zone of California, which ranges from 3,500 feet to 7,000 feet in elevation.[4] Common wild plants observed included mustard, Russian thistle, and thick xeric grass. Extensive fauna are present in the project area, including many endemic species of reptiles, birds, and insects.

The project is within the Sierra Nevada Geomorphic Province, a 400-mile-long northwest-southeast-trending structural block that extends from the Cascade Ranges in the north to the Tehachapi Mountains in the south, enclosing the southern end of the Great Valley.[5,6]

The project is located in Calaveras Big Trees State Park. Established in 1931, Calaveras Big Trees State Park preserves a mixed conifer forest with two groves of giant sequoias–the North Grove and the South Grove. In addition to the giant sequoia trees, the park also features the North Fork

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3 Beck, Warren A., and Ynez D. Haase. 1974. Historical Atlas of California. University of Oklahoma Press, Oklahoma City.

4 Schoenherr, Allan A. 1992. A Natural History of California. University of California Press, Berkeley and Los Angeles.

5 California Geological Survey. 2002. California Geomorphic Provinces. California Geologic Survey Note 36. California Department of Conservation.

6 Norris, R.M., and R.W. Webb. 1976. Geology of California. New York: John Wiley and Sons, Inc. Santa Barbara.

Stanislaus River, Beaver Creek, Big Tree Creek, ancient volcanic formations, natural meadows, campsites, cabins, picnic areas, and trails throughout the park, including several accessible trails. The park entrance is located on State Route (SR-) 4 northeast of Arnold, California. Big Trees Parkway provides visitor vehicle access across the park, from the North Grove, located just inside the park entrance, to the South Grove, located approximately 9 miles from the park entrance. The proposed project is located along Big Trees Parkway between the North and South Groves. Visitors to the South Grove must pass over the bridge to reach the park facilities in the South Grove.

Purpose and Need

The purpose of the proposed project is to replace the deck on the Big Trees Parkway Bridge over the North Fork Stanislaus River and provide seismic stability to the bridge piers. The proposed project would repair, protect, and extend the service life of the deck and install seismic restraint devices at bridge connections.

The project is needed due to widespread deck spalling, delamination, and rusted reinforcement in the deck. The Caltrans December 2022 Bridge Inspection Report categorized the bridge deck as "Serious Condition" due to the widespread spalling and delamination in the deck soffit. The bridge deck would continue to deteriorate and result in the need of emergency repairs if work is not completed.

Proposed Project

The proposed project would replace the deteriorated and temporarily reinforced concrete roadway deck, walkway, and guardrail system at the Big Trees Parkway Bridge over the North Fork Stanislaus River in Calaveras Big Trees State Park, Calaveras and Tuolumne Counties, California. The existing deck of the three-span bridge would be rehabilitated through deck replacement. Existing 4-foot sidewalks are located on the north and south sides of the bridge; however, the sidewalk on the north side of the bridge would be removed and a 6-foot sidewalk on the south side of the bridge would be constructed. The project would also replace the existing timber guardrail with a new Manual for Assessing Safety Hardware (MASH) compliant guardrail.

The proposed bridge would be 236 feet long and 36 feet wide including barriers, with two 13-foot travel lanes, 2-foot-wide MASH-compliant barriers on both sides of the bridge, and a 6-foot sidewalk on the south side of the bridge. The crosswalk on the west side of the bridge would be restriped, and a new crosswalk on the east side of the bridge would be striped to accommodate pedestrian traffic from the proposed 6-foot sidewalk on the south side of the bridge to the northern road shoulder. The proposed project would replace the existing decking; therefore, the vertical profile would be similar to the existing profile.

The project would also involve installation of cover plates on the girders, installation of seismic restraints at the piers and abutments, and seismic retrofit of the pier foundations. The structure would be evaluated to ensure compliance with the American Association of State Highway and Transportation Officials (AASHTO) HL-93 highway loading standard (an upgrade from the current H15 rating), if practical. The existing abutments, pier structures, and girder connections would be retrofitted to current Caltrans seismic performance standards, if practical.

The existing concrete deck would be demolished using an excavator. The majority of the deck would be removed and debris would be collected at the west end of the bridge. Demolition would begin on the east end of the bridge and finish at the west end. A catchment platform would be installed below the bridge to catch smaller pieces of concrete and prevent material from dropping in the riverbed. Concrete collected by the catchment platform would be removed by hand and collected in dumpsters in the staging area. Demolished materials would be hauled to a disposal facility in Calaveras County.

Park facilities east (south) of the bridge would not be accessible to the public during construction. Facilities closed during construction include Oak Leaf Spring Picnic Area, South Grove Trailhead, Beaver Creek Environmental Campsites, and Beaver Creek Picnic Area. Fire access roads are present beyond the South Grove area; however, access is controlled by locked gates and the distance and road surface is not suitable for public access. Fire personnel may continue to access these areas by using fire roads originating from other areas, where feasible. Park facilities west of the bridge would remain open to the public during construction.

Guardrail. Existing wood guardrails on the bridge would be cut or unbolted using hand tools from the bridge deck. Demolished material would be collected in dumpsters in the staging area. The new MASH-compliant guardrail would be bolted to anchors cast into the new concrete deck.

Roadway Approaches. Each roadway approach would be graded and new slopes would be constructed to achieve a flush transition at the surface of the bridge deck. Anticipated grading limits for the roadway approaches would be approximately 300 feet on the west and east approaches. The crosswalk on the west side of the bridge would be restriped. A new crosswalk would be striped on the east side of the bridge.

Right-of-Way. Construction work would occur within existing roadway right-of-way or within property owned and operated by DPR. The proposed project would not require temporary or permanent property acquisition.

Staging Area. The construction staging area would be located in the existing paved parking lot on the west side of the river. Approximately one half of the parking lot would be required for staging. The portion of the parking lot to be used as the staging area would be fenced and house two 20-foot by 8-foot, secured equipment containers. A 30-cubic-yard dumpster bin would remain on site during the demolition phase. Heavy equipment would be stored within the fenced staging area described above. Heavy equipment would consist of a semi-truck with flat-bed trailer and a rubber tire skid steer. At certain times during construction, access to the entire parking lot could be unavailable due to construction activities, sequencing of events, or use of equipment such as cranes or concrete trucks. At the conclusion of construction, fencing would be removed and the staging area would be returned to its pre-project condition.

Project Construction and Schedule. Construction of the project is estimated to begin in July 2026 and would be completed by November 2026 while the site is free of snow. The total project area would be approximately 800 feet long and approximately 2.5 acres in size.

Bridge access would be closed for the duration of construction activities. Construction vehicles and equipment would access the project site from the west; Big Trees Parkway as it approaches the bridge would not require modification to support the construction traffic. Roadway closure barriers and signage would be installed along Big Trees Parkway to alert motorists of the bridge/road closure.

During construction activities, Best Management Practices (BMPs) would be implemented for erosion control. Erosion and sediment control devices and slope protection would be applied in areas that would provide access to the bridge piers. BMPs would be implemented throughout the construction phase.

Site Preparation. Up to 100 feet of vegetation 3 feet wide would be cleared with hand tools to clear access pathways leading to the interior piers.

Construction. A temporary shoring platform would be installed below the bridge deck to be used as a catchment for the demolished concrete and as a personnel platform. The catchment would be suspended from the steel bridge girders and anchored to the concrete piers and abutments. The elements of the shoring would be installed by mobile crane access on the bridge deck. The crane would only be stored on site during the shoring installation and removal operations. The crane would be positioned on the west abutment for access to swing materials and equipment down below the bridge. No equipment would be stored within the floodplain. Personnel access on the ground below the bridge would be limited to rock removal during the foundation retrofit work and is not anticipated during demolition.

The formwork needed for the bridge deck construction would be attached to the steel girders. Access to install the forms would be from the temporary suspended platform below the beams.

The pier footing would be widened by 12 inches on all sides and 12 inches of new concrete would be added on top of the footing. This process would include drilled and epoxied reinforcing dowels into the rock and the existing footing concrete. Existing concrete surfaces would be roughened with a bush hammer or jack hammer. Dewatering would not be required. The girders bearing on the abutments would be reinforced with additional seismic restraints consisting of reinforced concrete piers next to the existing steel bearing pin.

All dust and demolished materials would be controlled by BMPs to prevent sediment and materials from entering the river. Access for construction would be from the temporary platform below the deck including temporary stair elements at the piers to access the footing. Additionally, the piers would require scaffolding to gain access along their height.

Existing steel girder modifications would include seismic restrainer cables at hinge connections and bearing seats. Welding on new steel plates and drilling new holes in existing steel may be used. Access for construction would be from the temporary platform below the deck.

The concrete deck would be placed by a concrete boom pump located on the west approach of the road. Pouring of concrete would begin on the east end and progress to the west end. Where the

pump hose is not long enough to reach the work area, a steel pipe extension tube would be used. The concrete truck would operate on the west side of the bridge.

New slopes would be constructed and grading performed as required for each roadway approach to achieve a flush transition at the surface of the bridge deck. The crosswalk on the west side of the bridge would be restriped. A new crosswalk would be striped on the east side.

Upon completion of the curing of the concrete deck, vehicle lanes would be striped consistent with existing lanes widths and any associated signage would be attached to the bridge or the approaches. The temporary platform and shoring from below the deck would be removed. The demolished concrete bridge deck would be removed by mobile crane set on the bridge.

All access routes/pathways disturbed during construction activities would be restored to pre-project conditions. BMP devices would be removed at the conclusion of construction activities. Fencing and other items would be removed from the staging area. Any areas within the staging area that had been damaged (i.e., pavement damage) would be repaired and restored to pre-project conditions, as necessary.

No Build Alternative

Under the No Build Alternative, the temporarily reinforced concrete roadway bridge deck would not be replaced, and the wood guardrail system would remain in place. The existing 4-foot sidewalks would remain, and there would be no restriping. The east-bound lane would continue to be closed to vehicle traffic, and vehicular access to the one-lane bridge would continue to be controlled by a metered stop light. Additionally, under the No Build Alternative, cover plates would not be installed on the girders, seismic restraints would not be installed at the piers and abutments, and pier foundations would not receive seismic retrofit.

Under this alternative, the bridge deck would continue to deteriorate and seismic deficiencies would likewise continue to develop, resulting in the need of further emergency repairs or full closure of the bridge, thereby eliminating access to that portion of the park east of the bridge, if work is not completed.

DESCRIPTION OF SECTION 4(F) RESOURCES

The project site is wholly surrounded by the Calaveras Big Trees State Park. Each of the “resources” described below are individual facilities within the larger park, which is protected under Section 4(f). The park consists of recreational opportunities including trails, picnicking, fishing, wildlife observation, and camping and cabins, the majority of which are located in the North Grove and Oak Hollow areas, north and west of the proposed project area.

To determine which specific facilities within the project vicinity might result in a “use” under Section 4(f), a 0.5-mile radius was developed around the project site. Park features within the radius are listed below and shown on Figure 3. Within the 0.5-mile radius, the park offers the River Picnic Area and River Canyon Trail to the southwest of the bridge, the Oak Leaf Spring Picnic Area to the southeast, and fishing opportunities in the North Fork Stanislaus River, including the Stanislaus River Accessible Trail, a short trail to the river from the River Picnic Area.

Additionally, the Big Trees Parkway Bridge across the North Fork Stanislaus River provides the only public vehicle access to park facilities east of the river, so those are also listed below and shown on Figure 3. Outside of the 0.5-mile radius, but east beyond the bridge on Big Trees Parkway, is the South Grove Trailhead parking area and the South Grove Trail, the Beaver Creek Picnic Area and Beaver Creek Accessible Trail, the Bradley Grove Trail, and two walk-in "environmental" campsites east of the Beaver Creek Picnic Area.

Big Trees Parkway is closed from mid-November to early April beyond the North Grove. Therefore, there is no winter road access to the proposed project site, the North Fork Stanislaus River, or facilities east of the river such as the South Grove and Bradley Grove. Both campgrounds west of the proposed project site are also closed through the winter months: the Oak Hollow campground is closed from early October until mid-May, while the North Grove campground is closed from the end of November until early March. Facilities in the vicinity of the North Grove are accessible via cross country skiing, which is available in the park during the winter months, but ski trails are limited to the area surrounding the North Grove and there is no access to facilities in the vicinity of or to the east of the proposed project.

With the exception of one river access point off the existing bridge, none of the features are within the project footprint. Table A lists the features of the Section 4(f) resource that could potentially be affected due to construction activities. The table lists the recreational facility and the agency with jurisdiction, and whether the project would "use" the applicable Section 4(f) property (Figure 3).

Table A: Section 4(f) Resources Located within 0.5-Mile Radius of the Project and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource	Agency with Jurisdiction	Nature of Proposed Construction	Dimension of "Use" (acres)	Anticipated Construction Impact	Anticipated Operations Impact	Preliminary Use Determination
Resources within 0.5-mile radius of Project Location						
River Canyon Trail	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Partial visual encroachments	None/visual improvement	No use
River Picnic Area	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Partial visual encroachments	None/visual improvement	*De minimis*

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Stanislaus River Accessible Trail	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Partial visual encroachments	None/visual improvement	*De minimis*
Fishing in North Fork Stanislaus River	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	Pier foundation reinforcement: permanent, 0.0017 acre; temporary 0.029 acre. Temporary vegetation removal: 0.031 acre	Temporary closure of river access point adjacent to bridge	None/visual improvement	*De minimis*
Oak Leaf Spring Picnic Area	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Closure of bridge during construction: temporarily blocked access	None/visual improvement	*De minimis*
Resources Inaccessible During Construction						
South Grove Trailhead and South Grove Trail	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Closure of bridge during construction: temporarily blocked access	None/ improved safety and capacity of access	*De minimis*
Beaver Creek Picnic Area	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Closure of bridge during construction: temporarily blocked access	None/ improved safety and capacity of access	*De minimis*
Beaver Creek Accessible Trail	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Closure of bridge during construction: temporarily blocked access	None/ improved safety and capacity of access	*De minimis*

Table A: Section 4(f) Resources Located within 0.5-Mile Radius of the Project and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource	Agency with Jurisdiction	Nature of Proposed Construction	Dimension of "Use" (acres)	Anticipated Construction Impact	Anticipated Operations Impact	Preliminary Use Determination
Bradley Grove Trail	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Closure of bridge during construction: temporarily blocked access	None/ improved safety and capacity of access	*De minimis*
Walk-in Environmental Campsites	California State Parks	Deck replacement, roadway approaches, girder and pier foundation reinforcement	None	Closure of bridge during construction: temporarily blocked access	None/ improved safety and capacity of access	*De minimis*

Park/Recreation Resources

Within 0.5-Mile Radius

River Canyon Trail. River Canyon Trail is an 8-mile roundtrip out-and-back trail with an elevation change of over 1,000 feet. The trail's western trailhead is along the North Grove Trail just past marker #2, and its eastern trailhead is located approximately 1,500 feet south-southeast of the project site at the River Picnic Area. The trail can also be accessed from the Scenic Overlook parking area along Big Trees Parkway.

River Picnic Area. Accessed via Big Trees Parkway immediately to the west and south of the proposed project site, this is a designated picnic area located along the east side of the North Fork Stanislaus River that includes accessible picnic facilities.

Stanislaus River Accessible Trail. The Stanislaus River Trail is an out-and-back 0.34-mile roundtrip accessible trail that originates approximately 750 feet south of the project site in the parking lot at the River Picnic Area, and takes visitors down to the banks of the North Fork Stanislaus River. The trail is constructed of compacted soil and gravel and is considered accessible though there are some areas of the trail that have steeper slopes. Accessible parking is available at the trailhead. An accessible picnic site is located at the end of the trail.

North Fork Stanislaus River Fishing. The North Fork Stanislaus River offers fishing throughout the park, particularly for rainbow trout. Access to the river is available adjacent to the proposed project site and from the River Picnic Area and Stanislaus River Accessible Trail.

North Fork Stanislaus River Rafting. The North Fork Stanislaus River is used for recreational rafting throughout the park. Local guided rafting trips frequently begin ("put-in") several miles upstream at

locations such as the Sourgrass Day Use area near the Wakalu Hep Yo Campground in the Stanislaus National Forest. Rafters then exit the river ("take-out") in several locations, including the river access immediately adjacent to the project site and at the River Picnic Area and Stanislaus River Accessible Trail. Other take-out locations are further downstream, which means that rafters could potentially travel through the project site during construction.

Oak Leaf Spring Picnic Area. Accessed via Big Trees Parkway approximately 2,200 feet to the east and south of the proposed project site, this is a designated picnic area located east of and above the Stanislaus River.

Facilities Accessible via Bridge over North Fork Stanislaus River

South Grove Trailhead and South Grove Trail. South Grove Trail is accessed from the South Grove Trailhead and parking area on Big Trees Parkway, approximately 1.6 miles south of the project site. South Grove Trail includes a 3.5-mile loop trail with an additional out-and-back trail leading to the upper grove and the largest tree in the park, the Agassiz Tree. The South Grove includes a pristine stand of giant sequoia trees and the largest redwoods in the park.

Beaver Creek Picnic Area. Beaver Creek Picnic Area, located approximately 1.6 miles south of the project site, is accessed from a paved driveway off Big Trees Parkway and provides accessible picnic and bathroom facilities.

Beaver Creek Accessible Trail. The Beaver Creek Trail is a 0.68-mile accessible loop trail that originates from the South Grove parking area and Beaver Creek Picnic Area, approximately 1.6 miles south of the project site, with scenic views along Beaver Creek. The trail is constructed of compacted soil and gravel. Accessible parking is available at both the South Grove Trailhead and Beaver Creek Picnic Trailhead locations.

Bradley Grove Trail. The Bradley Grove Trail is a 2.5-mile loop that begins on the South Grove Trail about 200 yards from the South Grove parking lot, approximately 1.7 miles south of the project site. The main feature of this trail is a grove of Sierra redwoods planted in the 1950s by South Grove caretaker Owen Bradley. Unlike most of the park, this area has been heavily impacted by human activity.

Walk-in Environmental Campsites. Environmental Campsites are walk-in campsites away from the campgrounds. A short walk is needed to access each site, and each site has a picnic table, fire ring, pit toilet, and bear locker. There is no running water at these sites. There are five Environmental Campsites available in the park. Three of those are located closer to the North Grove area. The other two are located in the South Grove area, just past the Beaver Creek Picnic Area driveway, approximately 1.6 miles south of the project site.

IMPACTS ON SECTION 4(F) PROPERTIES

No Build Alternative

Under the No Build Alternative, there would be no improvements constructed within Calaveras Big Trees State Park, and no use would occur as a direct result of this alternative. However, further

deterioration of the bridge deck and piers could result in closures and emergency work, therefore limiting or eliminating access to park facilities east of the project site.

Proposed Project

Park/Recreation Resources

River Canyon Trail

Impact: Construction work on the proposed project could be audible from the hiking trail as the trail approaches the River Picnic Area. The trail and river area are densely forested; however, it is unlikely that construction would be visible from the trail or trailhead.

Preliminary Use Determination: Based on the Impact statement, although noise related to construction work would affect parts of the River Canyon Trail, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Avoidance and minimization measures reducing noise levels during construction would include an outreach plan for park visitors, quieter construction-related equipment, prevention of equipment idling, and the use of mufflers. Additionally, per Caltrans Standard Specifications, construction noise levels would not exceed 86 dBA L_{max} (equivalent continuous sound level measured in A-weighted decibels) at 50 feet from the project footprint between 9:00 p.m. and 6:00 a.m. These measures and features would reduce the impact of noise related to construction activities. There would be no operational noise impacts. The project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. The attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted. With the exception of the immediate project vicinity during construction, implementation of the proposed project would not affect accessibility, impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park.

River Picnic Area

Impact: Construction work on the proposed project would be partially visible and audible from the picnic area.

Preliminary Use Determination: Based on the Impact statement, although partial visibility of the construction work and noise related to construction activities would affect parts of the River Picnic Area, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Visual encroachment at the project site already exists in the form of the current lane closure and the associated orange barriers and temporary traffic signal placed on the bridge. During construction, work would temporarily increase visual encroachment in the project area, but would not introduce visual impacts where none previously existed. As described in the River Canyon Trail discussion, avoidance and minimization measures and project features would reduce the impact of noise related to construction activities.

After construction, visual impacts in the project area would be reduced compared to the existing condition, and the project would help restore and maintain safe, uninterrupted access and

connectivity across the North Fork Stanislaus River. There would be no operational noise impacts. The attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted. With the exception of the immediate project vicinity during construction, implementation of the proposed project would not affect accessibility, impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park.

Stanislaus River Accessible Trail

Impact: Construction work on the proposed project could be partially visible from the hiking trail. Parking would be reduced for users of the trail, as half of the parking area would be used as a staging area during construction.

Preliminary Use Determination: Based on the Impact statement, although partial visibility of the construction work would affect parts of the Stanislaus River Accessible Trail, and parking in this area would be reduced, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Visual encroachment at the project site already exists in the form of the current lane closure and the associated orange barriers and temporary traffic signal placed on the bridge. During construction, work would temporarily increase visual encroachment in the project area, but would not introduce visual impacts where none previously existed. After construction, visual impacts in the project area would be reduced compared to the existing condition, and the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. The reduction in parking availability at the Stanislaus River Accessible Trail would be well sign-posted throughout the park during construction, and any temporary closure due to construction activities would be communicated with park users and recreation operators in the area. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted. With the exception of the immediate project vicinity during construction, implementation of the proposed project would not affect accessibility, impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park.

North Fork Stanislaus River Fishing

Impact: Construction work on the proposed project would be visible from the river, and one existing river access point adjacent to the bridge would be closed during construction. Parking would be reduced for visitors near the project site, as half of the adjacent parking area would be used as a staging area during construction.

Preliminary Use Determination: Based on the Impact statement, visibility of the construction work would affect fishing at the North Fork Stanislaus River, one access point adjacent to the bridge would be temporarily closed, and parking in this area would be reduced. However, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Visual encroachment at the project site already exists in the form of the current lane closure and the associated orange barriers and temporary traffic signal placed on the bridge. During construction,

work would temporarily increase visual encroachment in the project area but would not introduce visual impacts where none previously existed. Additionally, access to the North Fork Stanislaus River would be diminished during construction, but not eliminated, as the river would still be accessible from near the River Picnic Area. After construction, visual impacts in the project area would be reduced compared to the existing condition, and the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River, including restoration of the river access point adjacent to the bridge. The reduction in parking availability at the Stanislaus River Access area would be well sign-posted throughout the park during construction, and any temporary closure due to construction activities would be communicated with park users and recreation operators in the area. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted**.** With the exception of the immediate project vicinity during construction, implementation of the proposed project would not affect accessibility, impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park.

North Fork Stanislaus River Rafting

Impact: Construction work on the proposed project would be visible from the river, and one existing river access point adjacent to the bridge would be closed during construction.

Preliminary Use Determination: Based on the Impact statement, visibility of the construction work would affect visitors rafting at the North Fork Stanislaus River, and one access point adjacent to the bridge would be temporarily closed. However, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Visual encroachment at the project site already exists in the form of the current lane closure and the associated orange barriers and temporary traffic signal placed on the bridge. During construction, work would temporarily increase visual encroachment in the project area but would not introduce visual impacts where none previously existed. Additionally, access to the North Fork Stanislaus River would be diminished during construction, but not eliminated, as a potential river take-out would still be accessible from near the River Picnic Area. Rafting season in the North Fork Stanislaus River is short, typically in April and May, as river flow is generally reliant on snow melt.[7] Because construction would begin in July and would be completed by November, while the site is free of snow, the majority of rafting activities would not be impacted by construction.

After construction, visual impacts in the project area would be reduced compared to the existing condition, and the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River, including restoration of the river access point adjacent to the bridge. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted**.** With the exception of the immediate project vicinity during construction, implementation of the proposed project would not

[7] All-Outdoors California Whitewater Rafting. 2024. Explore North Fork Stanislaus Rafting Trips. Website: https://www.aorafting.com/river/north-fork-stanislaus/welcome.htm. Accessed May 2024.

affect accessibility, impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park.

Oak Leaf Spring Picnic Area

Impact: The bridge over the North Fork Stanislaus River would be closed during construction of the proposed project, from July to November. Therefore, construction of the proposed project would temporarily block access to this facility, diminishing but not permanently eliminating access.

Preliminary Use Determination: Based on the Impact paragraph, although construction of the proposed project would temporarily block access to this facility, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Access to Oak Leaf Spring Picnic Area and other facilities east of the project area would be temporarily closed during construction. Access to other facilities in the park on the west side of the North Fork Stanislaus River, including other picnic areas, would remain open during construction. After construction, the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted. The project's impacts to accessibility of facilities east of the North Fork Stanislaus River would be temporary, and the project would not impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park west of the project vicinity.

South Grove Trailhead and South Grove Trail

Impact: The bridge over the North Fork Stanislaus River would be closed during construction of the proposed project, from July to November. Therefore, construction of the proposed project would temporarily block access to this facility, diminishing but not permanently eliminating access.

Preliminary Use Determination: Based on the Impact paragraph, although construction of the proposed project would temporarily block access to this facility, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Access to South Grove Trailhead, South Grove Trail, and other facilities east of the project area would be temporarily closed during construction. Access to other facilities in the park on the west side of the North Fork Stanislaus River, including other trails, would remain open during construction. After construction, the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted. The project's impacts to accessibility of facilities east of the North Fork Stanislaus River would be temporary, and the project would not impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park west of the project vicinity.

Beaver Creek Picnic Area

Impact: The bridge over the North Fork Stanislaus River would be closed during construction of the proposed project, from July to November. Therefore, construction of the proposed project would temporarily block access to this facility, diminishing but not permanently eliminating access.

Preliminary Use Determination: Based on the Impact paragraph, although construction of the proposed project would temporarily block access to this facility, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Access to Beaver Creek Picnic Area and other facilities east of the project area would be temporarily closed during construction. Access to other facilities in the park on the west side of the North Fork Stanislaus River, including other picnic areas, would remain open during construction. After construction, the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted. The project's impacts to accessibility of facilities east of the North Fork Stanislaus River would be temporary, and the project would not impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park west of the project vicinity.

Beaver Creek Accessible Trail

Impact: The bridge over the North Fork Stanislaus River would be closed during construction of the proposed project, from July to November. Therefore, construction of the proposed project would temporarily block access to this facility, diminishing but not permanently eliminating access.

Preliminary Use Determination: Based on the Impact paragraph, although construction of the proposed project would temporarily block access to this facility, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Access to Beaver Creek Accessible Trail and other facilities east of the project area would be temporarily closed during construction. Access to other facilities in the park on the west side of the North Fork Stanislaus River, including other trails, would remain open during construction. After construction, the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted**. T**he project's impacts to accessibility of facilities east of the North Fork Stanislaus River would be temporary, and the project would not impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park west of the project vicinity.

Bradley Grove Trail

Impact: The bridge over the North Fork Stanislaus River would be closed during construction of the proposed project, from July to November. Therefore, construction of the proposed project would temporarily block access to this facility, diminishing but not permanently eliminating access.

Preliminary Use Determination: Based on the Impact paragraph, although construction of the proposed project would temporarily block access to this facility, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Access to Bradley Grove Trail and other facilities east of the project area would be temporarily closed during construction. Access to other facilities in the park on the west side of the North Fork Stanislaus River, including other trails, would remain open during construction. After construction, the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted**. T**he project's impacts to accessibility of facilities east of the North Fork Stanislaus River would be temporary, and the project would not impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park west of the project vicinity.

Walk-in Environmental Campsites

Impact: The bridge over the North Fork Stanislaus River would be closed during construction of the proposed project, from July to November. Therefore, construction of the proposed project would temporarily block access to this facility, diminishing but not permanently eliminating access.

Preliminary Use Determination: Based on the Impact paragraph, although construction of the proposed project would temporarily block access to this facility, the evaluation concludes with a preliminary determination of *de minimis* impact for the project at this location. Access to the Beaver Creek Walk-in Environmental Campsites and other facilities east of the project area would be temporarily closed during construction. Access to other facilities in the park on the west side of the North Fork Stanislaus River, including other campsites, would remain open during construction. After construction, the project would help restore and maintain safe, uninterrupted access and connectivity across the North Fork Stanislaus River. In addition, the attributes and features of Calaveras Big Trees State Park, such as hiking, wildlife viewing, and picnicking, which qualify Calaveras Big Trees State Park for protection under Section 4(f), would not be adversely impacted**.** The project's impacts to accessibility of facilities east of the North Fork Stanislaus River would be temporary, and the project would not impact visual resources, cause substantial noise, or impact recreational functions or activities at the Calaveras Big Trees State Park west of the project vicinity.

Conclusion

In conclusion, the project implementation would result in minimal encroachment on facilities within the protected Section 4(f) resource (Calaveras Big Trees State Park), which would constitute a use of the Section 4(f) property. The use of this Section 4(f) property would not result in any permanent impacts on recreational attributes or features that qualify the park for protection under Section 4(f). The project would not affect historic resources within the project corridor. In addition, the project would help restore and maintain safe, uninterrupted access and connectivity for the public's continued use of the facilities east of the North Fork Stanislaus River evaluated in this technical memorandum.

MEASURES TO MINIMIZE HARM TO SECTION 4(F) RESOURCES

Advanced planning was conducted, and the project has been designed to incorporate Project Features (PFs), and Avoidance and/or Minimization Measures (AMMs) that were included in the Initial Study/Mitigated Negative Declaration to minimize potential impacts within the project corridor. The following measures listed in Table B would reduce and avoid and/or minimize potential impacts to Section 4(f) recreational resources.

COORDINATION

California State Parks will coordinate with Caltrans regarding the preliminary *de minimis* determination made in this technical memorandum. California State Parks is the project proponent as well as the official with jurisdiction. Therefore, to ensure transparency, California State Parks will send this Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination to Caltrans for review and approval, after which California State Parks will issue a concurrence. California State Parks' responses will be included in the final iteration of this technical memorandum. Prior to finalizing the *de minimis* impact determination made in this TM, California State Parks will provide the public an opportunity to review and comment on the preliminary *de minimis* impact determination during a 30-day public comment period. The appropriate NEPA approval for this project is a Categorical Exclusion, which Caltrans, as the NEPA lead agency, will prepare, and which does not require public circulation. The project also requires compliance with CEQA; the CEQA document for this project, which is an Initial Study/Mitigated Negative Declaration, was circulated by California State Parks from July 15, 2025 to August 14, 2025. The Section 4(f) de minimis impact finding will be circulated separately to satisfy the public involvement process. A Notice of Availability of *de minimis* Determination along with this evaluation will be posted online at https://www.parks.ca.gov/?page_id=980.

Additionally, public notices will be electronically published in the Sonora Union Democrat Newspaper. Any public comments received during the 30-day public comment period will be included in the final iteration of this technical memorandum, which will be attached to the NEPA CE.

Table B: Project Features and Avoidance and/or Minimization Measures

Resource Area	PF and AMM Reference	Project Feature and Avoidance and/or Minimization Measure
Aesthetics, Biological Resources	Project Feature BIO-1	All grading activities shall be conducted per Caltrans' standards, with standard erosion control provided.
	Avoidance and Minimization Measure BIO-2	Disturbed or exposed earth from construction impacts shall be reseeded or replanted (as appropriate).
Air Quality	Avoidance and Minimization Measure AIR-1	Implement dust control measures to minimize airborne dust and soil particles generated from construction-related activities, including watering or applying dust palliative to disturbed areas, preventing and promptly removing trackouts along Big Trees Parkway in areas affected by construction traffic, and covering soils or materials or providing adequate freeboard (space from the top of the material to the top of the truck) during transport.
	Avoidance and Minimization Measure AIR-2	Maintain and tune the construction vehicles and equipment in accordance with manufacturer's specifications.
	Avoidance and Minimization Measure AIR-3	Limit idling times either by shutting construction-related equipment off when not in use or reducing the maximum idling time to 5 minutes.
Noise	Avoidance and Minimization Measure NOI-1	The following measures would be implemented to reduce noise levels during construction where feasible: ● The Contract Specifications would include a Special Provision requiring Noise Monitoring and Noise Control Measures. Measures would include a temporary noise barrier and other methods, as follows: ○ Provide public outreach or a communication plan for park visitors to get accurate project information. ○ Use quieter alternative construction-related equipment. ○ Prevent idling of construction-related equipment near sensitive receptors. ○ Equip an internal combustion engine with the manufacturer-recommended muffler. ○ Do not operate an internal combustion engine within the project footprint without the appropriate muffler. ○ If feasible, use solar or electricity as a power source instead of diesel generators.
	Avoidance and Minimization Measure NOI-2	Construction noise levels are not to exceed 86 dBA L_{max} (the equivalent continuous sound level measured in A-weighted decibels) at 50 feet from the project footprint from 9:00 p.m. to 6:00 a.m. per 2018 Caltrans Standard Specifications, Section 14-8.02.
Recreation	Project Feature REC-1	The staging area would be fenced and house two 20-foot by 8-foot secured equipment containers. A 30-cubic-yard dumpster bin would remain on site during the demolition phase. Heavy equipment would be stored within the fenced staging area described above. Heavy equipment would consist of a semi-truck with flat-bed trailer and a rubber tire skid steer. At the conclusion of construction, fencing would be removed and the staging area would be returned to its pre-project condition. This measure would contain equipment and personnel and prevent either from entering recreation areas.

Table B: Project Features and Avoidance and/or Minimization Measures

Resource Area	PF and AMM Reference	Project Feature and Avoidance and/or Minimization Measure
	Avoidance and Minimization Measure REC-2	California State Parks would coordinate with Calaveras and Tuolumne Counties to implement a public involvement program to inform potential recreation park and river users of temporary road, trailhead, parking, and river access closures during construction.
	Avoidance and Minimization Measure BIO-3	Brightly colored Environmentally Sensitive Area (ESA) fencing will be installed at the limits of work within the riverine habitat, upstream and downstream of the work area, and along the limits of work outside of the riverine habitat, to protect these areas during construction and to prevent unnecessary encroachment into adjacent areas. Fencing will be maintained in good condition for the duration of construction activities. This measure would contain equipment and personnel and prevent either from entering recreation areas.
Transportation	Avoidance and Minimization Measure TR-1	As part of the project final design, State Parks, in coordination with emergency service providers and the Counties of Calaveras and Tuolumne, shall prepare a Traffic Management Plan (TMP) to determine the traffic control approach (e.g., flagging and signage). During construction, State Parks shall require the construction contractor to adhere to all requirements of the TMP. Throughout the construction period, State Parks shall provide regular communication to the Counties of Tuolumne and Calaveras staff and emergency service providers in order to minimize disruption associated with the bridge/road closures.
Water Quality and Hydrology	Avoidance and Minimization Measure WQ-1	All food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers and removed by the contractor at least once daily from the project limits. A trash reduction system would also be developed by the contractor, approved by DPR, and implemented per Calaveras and Tuolumne Counties and Caltrans regulations.

ATTACHMENT A

LIST OF TECHNICAL STUDIES AND REFERENCES

All-Outdoors California Whitewater Rafting. 2024. Explore North Fork Stanislaus Rafting Trips. Website: https://www.aorafting.com/river/north-fork-stanislaus/welcome.htm (accessed May 2024).

California Department of Parks and Recreation (DPR). 2023. "Accessible Features in State Parks: Calaveras Big Trees State Park." Website: https://access.parks.ca.gov/parkinfo.asp?park=109&type=0 (accessed December 2023).

California DPR. 2024. Big Trees Parkway Bridge Deck Replacement Natural Environment Study. November.

California DPR. 2024. Big Trees Parkway Bridge Deck Replacement Draft Visual Impact Study Memorandum. February.

California DPR. 2024. "Calaveras Big Trees State Park." Website: https://www.parks.ca.gov/?page_id=551 (accessed January 2024).

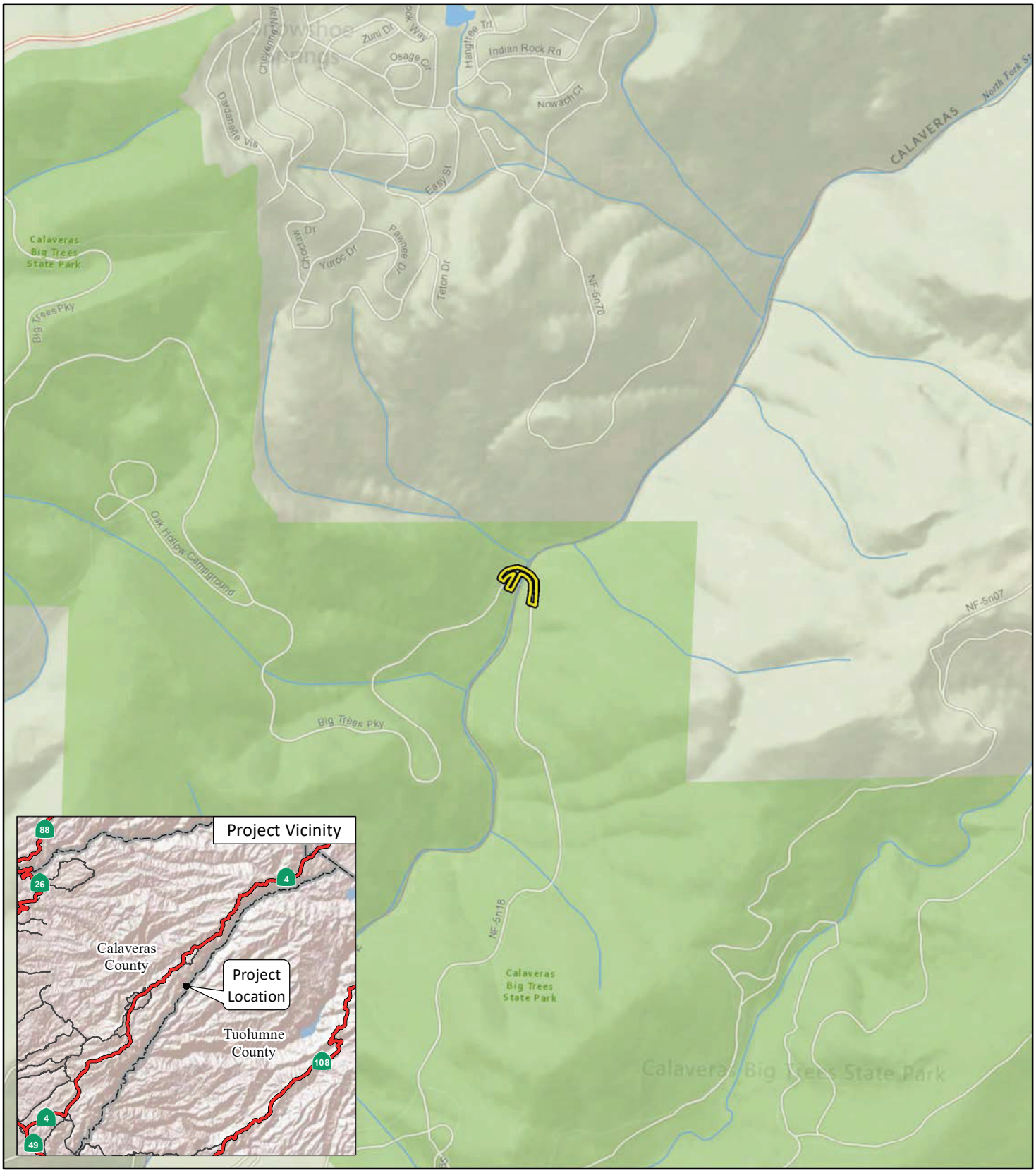
Calaveras Big Trees Association. 2023. "Explore Calaveras Big Trees State Park." Website: https://bigtrees.org/park-info/ (accessed December 2023).

Federal Highway Administration (FHWA). 1987. Guidance for Preparing and Processing Environmental and Section 4(f) Documents. FHWA Technical Advisory T6640.8A. October 30.

Federal Highway Administration (FHWA). 2012. Section 4(f) Policy Paper. FHWA Office of Planning, Environmental, and Realty, Project Development and Environmental Review, Washington, DC. July 20. Website: https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx (accessed February 2024).

ATTACHMENT B

FIGURES



LEGEND

Project Location

FIGURE 1

N

0 1000 2000

FEET

Big Trees Parkway Bridge
Rehabilitation Project

Project Location and Vicinity

SOURCE: Esri National Geographic Basemap (2021)

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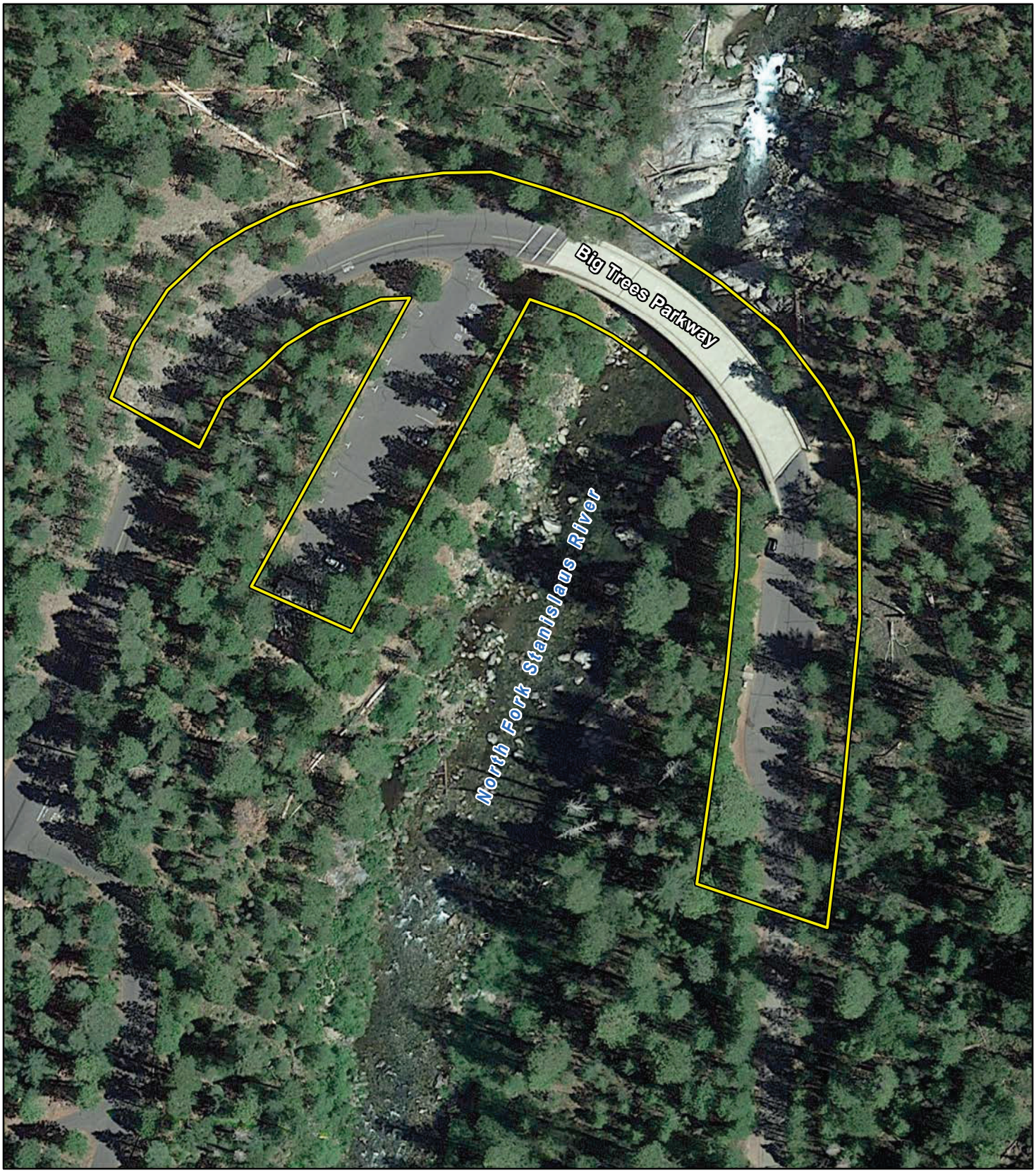

LEGEND

Proposed Project

FIGURE 2

N

0 50 100

FEET

Big Trees Parkway Bridge Rehabilitation Project

Proposed Project

SOURCE: Google (2021)

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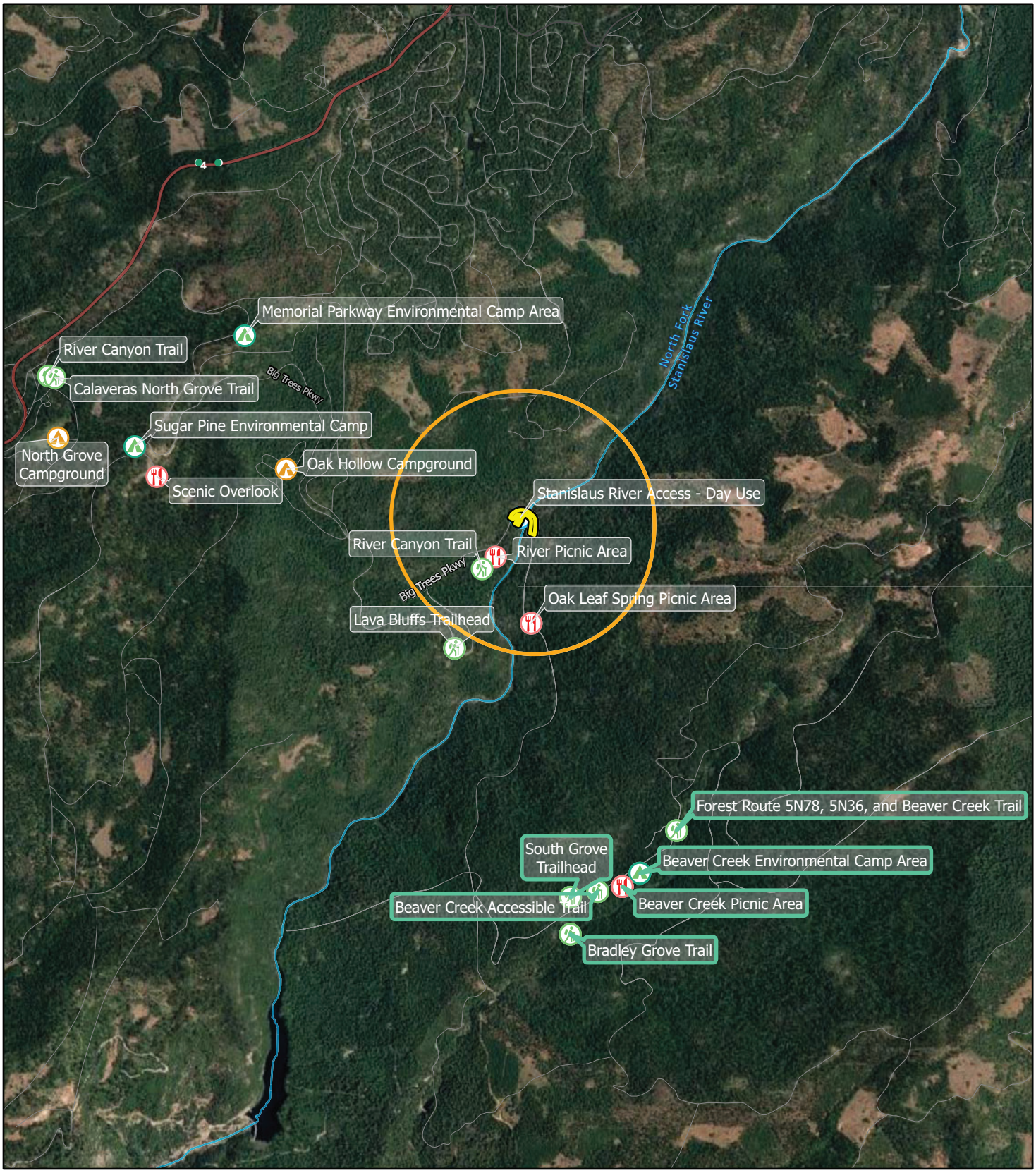

LSA

Project Location

0.5-Mile Radius around Project Location

Inaccessible Resources During Construction

Park Resources

Campground

Environmental Camp

Picnic Area

River Access

Trailhead

0 1500 3000

FEET

SOURCE: Google Maps (2023)

FIGURE 3

Big Trees Parkway Bridge Rehabilitation Project

Secion 4(f) Resources within a 0.5-Mile Radius of Location 1

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