SBD 127 Near Baker Pavement Rehabilitation

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 08 –SBD–127(PM L0.0 to 3.0 & 10.5 to 37.7)
EA 08-1G200 / PN 0815000173

Environmental Assessment with Finding of No Significant Impact



Prepared by the
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

December 2024

General Information about This Document

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Environmental Assessment with Finding of No Significant Impact for the proposed project located in in San Bernardino County on State Route 127 (SR-127) at Post Miles (PM) L0.0 to 3.0 & 10.5 to 37.7. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

The Environmental Assessment circulated to the public for 60 days between September 5, 2024 and November 4, 2024. Comments received during this period are included in Chapter 3. Changes to the document made since the draft document circulation are shown elsewhere throughout this document, the phrase "The following text has been amended since the Draft Environmental Document:" indicates a change made since the draft document circulation. Minor editorial changes and clarifications are not shown.

Additional copies of this document and the related technical studies are available for review at Caltrans District 8, 464 W. 4th St., San Bernardino, CA 92401 from Monday-Friday between 8am-5pm.

Alternative Formats:
For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans District 8, Attn: Shawn Oriaz, 464 W. 4th Street, 6th Floor - MS 824, San Bernardino, CA 92401-1400, (909) 501-5743 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

08-SBD-127 – PM L0.0 to 3.0 & 10.5 to 37.7
EA 08-1G200 / PN 0815000173

Multi-asset Capital Preventative Maintenance (CAPM) project on State Route 127 (SR-127) at PM L0.0 to 3.0 & 10.5 to 37.7 in San Bernardino County.

Environmental Assessment with Finding of No Significant Impact

Submitted Pursuant to: (Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Kurt Heidelberg
KURT HEIDELBERG
Deputy District Director, Environmental Planning
California Department of Transportation, District 8
NEPA Lead Agency

12/05/2024
Date

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

SBD 127 Near Baker Pavement Rehabilitation

The California Department of Transportation (Caltrans) has determined that the build alternative will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and other documents as appropriate.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Kurt Heidelberg 12/5/2024

SO KURT HEIDELBERG Date
Deputy District Director
D8 Division of Environmental Planning
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Chapter 1 Proposed Project

1.1 NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on May 27, 2022, for a term of ten years. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and the Department assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to the Department under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

Caltrans is the lead agency under the National Environmental Policy Act (NEPA).

1.2 INTRODUCTION

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts.

SR-127 is a two-lane conventional highway, functionally classified as a Rural Minor Arterial, connecting southeastern California to Nevada. It also connects to rural highways in the area. The route is part of the Interregional Road System (IRRS) and included as a Terminal Access Route within the Surface Transportation Assistance Act (STAA) network. SR-127 serves primarily local, interregional, and recreational traffic, as well as goods movement, while providing access to Death Valley National Park and other recreational lands in the area.

This project is a candidate for Infrastructure Investment and Jobs Act (IIJA) funds for project scope and safety enhancements. The project is programmed in the 2022 SHOPP Amendment #22H-016 under the Minor Pavement Rehabilitation (20.XX.201.121). The project is also eligible for Federal funding.

The following is the current project description in the 2023 Federal Transportation Improvement Program (FTIP) listing:

On SR-127 near Baker, from 2.3 miles north of Silver Lake Road to 3.8 miles south of the Inyo County line. Rehabilitate pavement, upgrade guardrail, construct shoulder backing

and rumble strips, apply pavement delineation, replace sign panels, install warning signs and Rapid Rectangular Flashing Beacon (RRFB), and improve/construct pedestrian and bicycle infrastructure. PA&ED Only.

1.3 PURPOSE AND NEED

1.3.1 Purpose

The purpose of this project is to preserve, repair, and extend the life of the existing pavement and to improve ride quality. Incorporate complete streets and safety elements from Baker Boulevard Intersection to Schoolhouse Lane.

1.3.2 Need

The Pavement Condition Survey shows an overall Pavement Condition Survey/Pavement Management System (PCS/PMS) priority number 10 which characterizes the road as having minor pavement distress and acceptable ride. Bicycles and pedestrians are allowed on SR-127. However, there are no existing sidewalks or designated bicycle facilities within the project limits. To improve safety, complete streets improvements are being included from Baker Boulevard (PM 0.02) to Schoolhouse Lane (PM 0.64) within the community of Baker section of the project. This portion of the highway serves as a rural main street connecting the community to key locations like schools, places of worships, stores, restaurants, and other services.

1.3.3 Independent Utility and Logical Termini

FHWA regulations (23 Code of Federal Regulations [CFR] 771.111[f]) require that the action evaluated:

•Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

•Have independent utility or independent significance (i.e., be usable and require reasonable expenditure even if no additional transportation improvements in the area are made).

•Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Logical termini should encompass an entire project.

Cutting a larger project into smaller projects may be considered improper segmentation. A project must have independent utility; that is, a project must be able to function on its own, without further improvements needed.

The proposed project has independent utility and logical termini, as the project is self-contained and is not in need of further repair beyond the project limits at present (see Figure 1-1). Additionally, storm events from August 2023 to September 2023 created emergency response conditions along SR-127. Several segments of the roadway received

multiple repairs or full lane replacements, which were omitted from the current project scope.

1.4 PROJECT DESCRIPTION

The California Department of Transportation (Caltrans) proposes a multi-asset Capital Preventative Maintenance (CAPM) project on State Route (SR-127). The limits of work for this project are along SR-127 at PM L0.0 to 3.0 & 10.5 to 37.7 in San Bernardino County. The improvements include cold-planing and overlaying with RHMA-G (0.2 ft). the pavement between PM L0.0/L0.170 and PM 0.0/3.0. The pavement between PM 10.5/29.9 will only be overlaid with RHMA-G (0.2 ft) at random dig-out locations. The pavement between PM 31.100/37.700 will be the only section to implement 0.35 ft of Partial Depth Recycling (PDR) and 0.20 ft of RHMA-G overlay. The project also includes 3' shoulder backing on each side of the roadway on the mainline, installing pavement tapered edges, replacing existing guardrail with concrete barrier type 60 at the Amargosa River Bridge No. 54-1170, and constructing two 6-ft (ft) wide pedestrian pathways and 4-ft. wide shoulders for bicycle use (Class II Bike Lane) from Baker Boulevard (Blvd) (PM 0.020) to Schoolhouse Lane (PM 0.640).

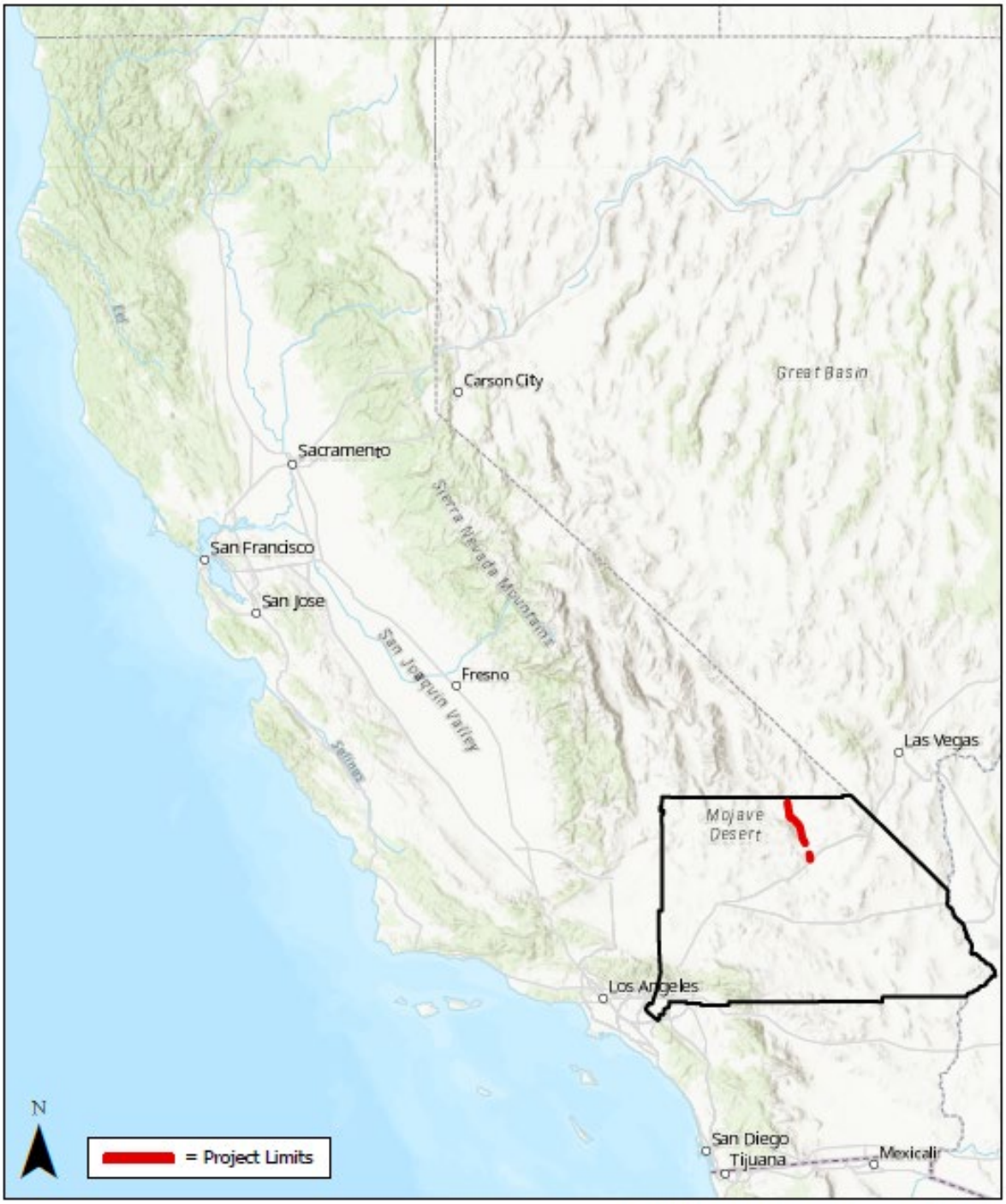
The project also includes installing a Rectangular Rapid Flashing Beacon at PM 0.630 and four curb ramps at the SR-127/Schoolhouse Lane intersection, constructing two Americans with Disabilities Act (ADA) compliant curb ramps (Southern quadrants) and installing four enhanced visibility crosswalks at the SR-127/Baker Blvd. intersection. Furthermore, the project will include rehabilitating existing census station at PM 0.100, and constructing a new census station at PM 2.0. In addition, the project will include restriping the pavement, enhancing traffic delineations, and replacing and upgrading damaged sign panels along SR-127 as per California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicles, bicycles, and pedestrians.

Thirty-seven federal and other private/county fee and one Temporary Construction Easement (TCE) will be required, as the width of the existing right-of-way (ROW) varies from 50 ft. to 100 ft. between PM L0.0 and 3.0. Within PM 10.5/37.7, the land is owned by the Bureau of Land Management (BLM). See Table 2-2 below for the list of ROW requirements.

The Federal Land Transfer, with respect to the Bureau of Land Management (BLM), will be from PM 0.840 to PM 3.0 and PM 10.5 to 37.7, and will account for the areas 50 ft to the left and right of the centerline of SR-127.

Figure 1-1 shows the project location, respectively. Project layout plans can be found at Appendix A.

Project Location



SBD-127 Near Baker Pavement Rehab
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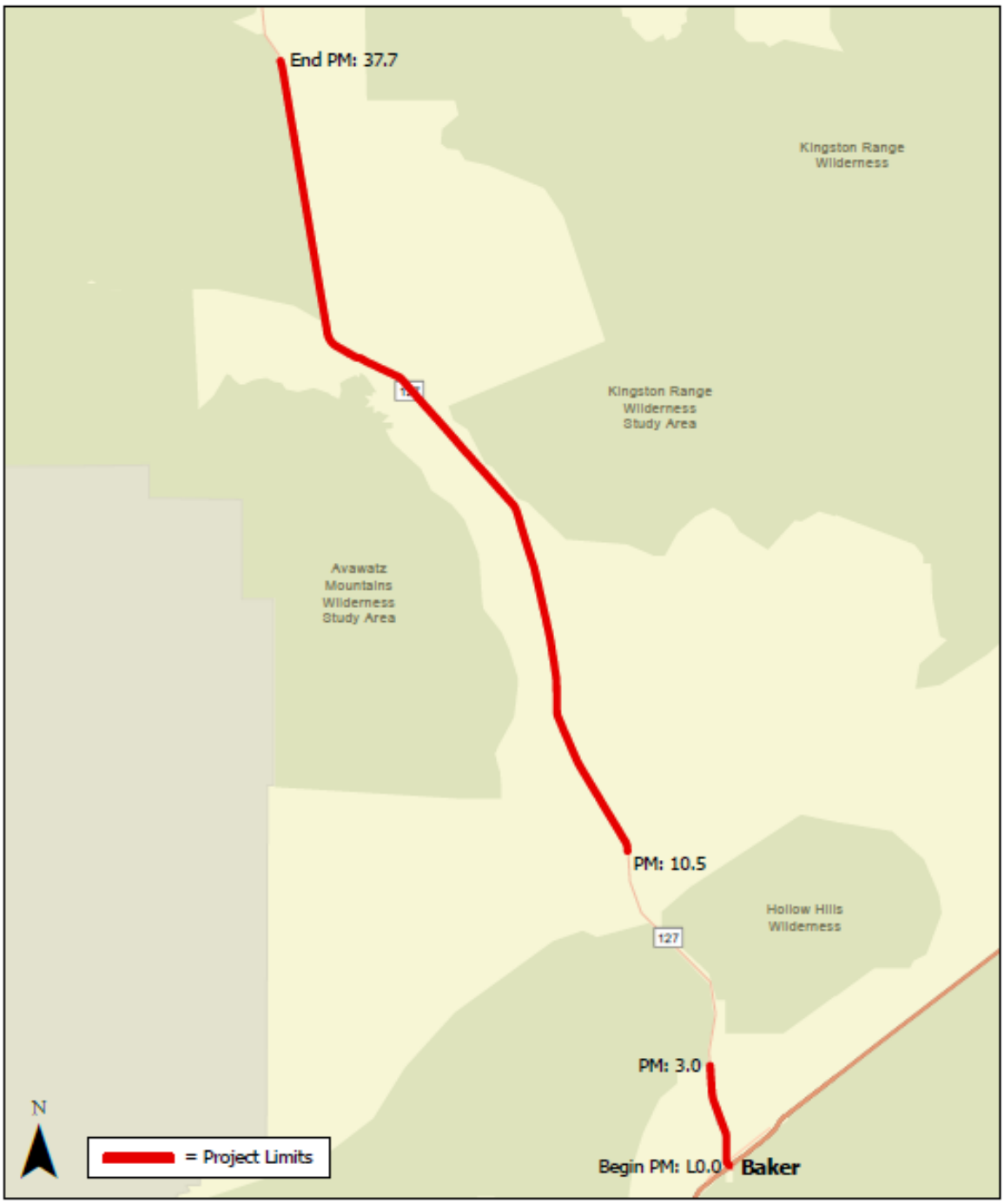
Project Vicinity



SBD-127 Near Baker Pavement Rehab
08-SBD-127 PM L0.0/3.0, 10.5/37.7
EA: 08-1G200 PN: 0815000173

1.5 PROJECT ALTERNATIVES

The criteria used to evaluate the following alternatives considered for the project include the ability of each of the alternatives to meet the purpose and need, while avoiding or minimizing environmental impacts.

1.5.1 Proposed Build Alternatives

Under the Build alternative, the following improvements are proposed:

•Cold-plane and overlay the pavement with 0.2 ft of RHMA-G between PM L0.0/L0.17 and PM 0.0/3.0. Between PM 10.5/29.9, overlay the pavement with 0.2 ft of RHMA-G with random dig out locations. Prior to overlaying, prepare the surface by sealing cracks wider than ¼ inch, removing bleeding seal coats or excessive crack sealant, and removing thermoplastic traffic striping. Between PM 31.1/37.7, implement 0.35 ft of partial depth recycling and a 0.2 ft RHMA-G overlay.

•Provide pavement tapered edges and shoulder backing on both sides of the highway.

•Replace the existing guardrail with a type 60 concrete barrier at the Amargosa River Bridge (Bridge No. 54-1170).

•Replace and upgrade damaged sign panels.

•Construct two 6-ft pedestrian concrete sidewalks from PM 0.02 to PM 0.64.

•Construct two 4-ft shoulders as Class II bike lanes from PM 0.02 to PM 0.64.

•Install four enhanced high-visibility crosswalks at the SR-127/Baker Boulevard intersection.

•Construct two curb turns with four ADA curb ramps and detectable warning surfaces on the south side of the SR-127/Baker Boulevard intersection.

•Construct four at-grade curb turns with detectable warning surfaces at the SR-127/Schoolhouse Lane intersection.

•Add lighting for pedestrians and cyclists along new sidewalks and bike lanes, with solar power as an option.

•Add a Rectangular Rapid Flashing Beacon (RRFB) for the crosswalk next to Schoolhouse Lane.

•Restripe and enhance traffic delineations and a crosswalk at Schoolhouse Lane.

•Install three enhanced high-visibility crosswalks at the SR-127/Schoolhouse Lane intersection.

•Construct new traffic monitoring systems at PM 0.1 and PM 2.0.

Reversible Lanes

The purpose of this project is to preserve, repair, and extend the life of the existing pavement and to improve ride quality for all users. This project does not qualify as a capacity-increasing or a major street or highway realignment project and reversible lanes will not be considered. Reversible lanes are not applicable for this project.

1.5.2 No-Build (No-Action) Alternative

No other improvements will be constructed on this portion of SR-127 under the No- Build Alternative for this project.

1.6 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

No additional alternatives were evaluated.

1.7 PERMITS AND APPROVALS NEEDED

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

Table 1-1: Permits and Approvals

Agency	PLAC	Status
USFWS	Desert Tortoise Programmatic Biological Opinion (DTPBO)	Approved August 20, 2024
Bureau of Land Management (BLM)	Federal Land Transfer	To be executed following approval of Final Environmental Document.
California State Water Resources Control Board (SWRCB)	NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Order No.2022-0057-DWQ, NPDES No. CAS000002.)	To be executed following approval of Final Environmental Document.
California State Water Resources Control Board (SWRCB)	Caltrans NPDES Permit, Order 2022-0033-DWQ, NPDES No. CAS000003.	To be executed following approval of Final Environmental Document.

Chapter 2 Project Impacts

2.1 RESOURCE TOPICS DISMISSED FROM ANALYSIS IN ENVIRONMENTAL ASSESSMENT

The 1992 Regulations for Implementing the Procedural Provisions of NEPA direct federal agencies to "concentrate on the issues that are truly significant to the action in question" (40 CFR 1500.1(b)), "focus on significant environmental issues" (40 CFR 1502.1), and include "only brief discussion of other than significant issues" (40 CFR 1502.2(b)). Consideration and analysis was given to the resources listed in Table 2-1 below. These resources either do not occur in the project area, or would experience negligible or no impacts as a result of the project. Therefore, they are not discussed further in this EA.

Table 2-1: Resource Topics Dismissed from Analysis

Resource	Rationale for Dismissal
Land Use	SR-127 is a two-lane conventional highway. It is a Rural Minor Arterial, connecting southeastern California to Nevada and other rural highways. The south end of the highway begins in the community of Baker at SR-127s separation with Interstate 15. The highway continues north from Baker and traverses remote desert terrain and ends at the California/Nevada border; where it becomes Nevada Highway 373. The proposed project is consistent with the regional planning goals and no modifications to existing freeway agreements are required and no new connection is proposed. The State will seek a defined recorded right on BLM property. The project will not conflict with the current land uses.
Coastal Zone	The project is not located within the coastal zone, therefore no impacts on coastal resources.
Wild and Scenic Rivers	A segment of the Armagosa River is officially designated as a Wild and Scenic River approximately .5 miles northeast of SR-127 due to its recreational qualities. Project activities will not occur within an official designated segment of the Armagosa River, nor will project activities interfere with the river's use as a recreational resource.
Parks and Recreational Facilities	There are no parks and recreational facilities within the project vicinity, therefore the project will have no impact on parks and recreational facilities.
Growth	The proposed project will rehabilitate pavement, construct pedestrian pathways, enhance curb ramps, and install bike lanes. It will not change highway accessibility or influence growth. As such, no growth impacts or indirect impacts on growth will occur.

Farmlands	According to the California Department of Conservation's Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the vicinity of the proposed project. In addition, there are no areas within the study area under Williamson Act contract. Therefore, the proposed project will have no effect on farmlands.
Timberlands	There are no timberlands within the project vicinity, therefore the project will have no effect on timberlands.
Community Impacts	Segment 1 of the project is located within the community of Baker, CA. The project will not physically divide an established community, result in an increase in population or induce growth, displace or relocate any residents, or create a greater demand for public services. Therefore, the project will have no community impacts.
Environmental Justice	EPA's EJScreen identifies the community of Baker as 50 percent low income with a per capita income of $35,811. The breakdown by race are as follows: 64 percent Hispanic, 32 percent White and 4 percent Asian. 14 percent of households have limited English spoken, with the majority of those limited English households having only Spanish spoken. The proposed project mainly consists of routine pavement rehabilitation but will also add complete street elements such as bike lanes, crosswalks and sidewalks within the community of Baker. These elements will improve multi-model accessibility and provide benefit for the community. Additionally, no relocations will occur as a result of the proposed build alternative. Residents will not be exposed to new sources of environmental burden indicators such as air toxics or hazardous waste. The following text has been amended since the Draft Environmental Document: Based on the above discussion and analysis, the build alternative will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

Utilities/Emergency Services	Two Southern California Edison (SCE) poles are expected to be relocated during construction but will be restored upon completion of relocation activities. No long-term impacts are anticipated. Improvements from the build alternative will enhance traffic circulation and could thereby reduce emergency response times. Because the build alternative does not propose any new land uses or housing, the project is not expected to increase the need for law enforcement and fire protection services.
Traffic and Transportation/Pedestrian and Bicycle Facilities	The proposed project will improve traffic operations in the project area and thus provide an operational benefit to transportation services in the area. Therefore, there will be no adverse impacts.
Geology/Soils	Topography in the area varies from rugged rocky low mountaintops, surrounded by gravel laden alluvial fans and aprons, to sand and clay deposits in flat valley areas. No impacts to geologic resources are expected as the project will maintain its original line grade and hydraulic capacity.
Hydrology and Floodplain	The following text has been amended since the Draft Environmental Document: Four printed FIRM (Flood Insurance Rate Maps) panels cover the project area. These are 06071C144H, 06071C1763H, 06071C2300H, and 06071C2325H, all dated August 2008. All four panels depict a Zone A associated with Silver Lake. Zone A depicts areas with a 1% annual chance of flooding. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones. The project will not change the elevation, alignment or increase the fill of SR-127 in these areas, and it is not anticipated to result in a significant floodplain encroachment, as defined in 23 CFR 650.105. Further coordination with San Bernardino County Flood Control District (SBCFCD) will occur in the next phase to determine permit requirements for work within the SBCFCD right of way and additional studies may be required.
Paleontology	It is expected that the project will result in no impacts to paleontological resources.

Air Quality	The project is exempt from all emissions analysis per Table 1 of the Carbon Monoxide (CO) Protocol (Table 2 of 40 CFR 93.126). Therefore, an air quality report was not needed.
Noise	This is a Type III project under 23 CFR 772.7. A noise study was not needed.
NOAA Fisheries	This project is located outside of NOAA Fisheries Service jurisdiction; therefore, a NOAA species list is not required and no effects to NOAA species are anticipated.
Section 4(f)	There are no historic sites, parks and recreational resources, wildlife or waterfowl refuges, which meet the definition of a Section 4(f) resource, within the project vicinity. Therefore, this project is not subject to the provisions of Section 4(f) of the Department of Transportation Act of 1966.

2.2 RESOURCE TOPICS WARRANTING FURTHER ANALYSIS

2.2.1 Relocations and Real Property Acquisitions

Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and Title 49 CFR Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, disabilities, religion, age, or sex. Please see Appendix B for a copy of the Department's Title VI Policy Statement.

Affected Environment

Currently, SR-127 consists of a two-lane asphalt concrete conventional highway with one lane in each direction. The existing lanes are 12 ft wide, with 1-ft-wide shoulders. The portion of SR-127 that is the focus of the proposed project is within the community of Baker and is on land that is under the jurisdiction of the Bureau of Land Management (BLM). The existing highway is within an easement and the State has prescriptive rights. The proposed project will require an additional right of way from BLM in segment 2 from PM 10.5/37.7. Coordination with BLM is anticipated to occur after approval of the environmental document (see Table 1-1, above). The additional right-of-way, will extend from both sides of the existing edge of pavement. A 50-ft easement, from centerline in both directions, of undeveloped BLM land is anticipated for right-of-way acquisition. Private property impacts would require easements or acquisitions from up to 25-ft from the centerline in both directions.

Table 2-2: Right-of-Way (ROW) Requirements

Agency/Owner	Location/APN	Type	Acreage (SQFT)
BUREAU OF LAND MANAGEMENT (BLM)	PM 0.9-3.0, 10-19.11, 19.7-37.7.	Acquired Via Transfer	15,480,347.11
STATE LANDS COMMISSION (SLC)	PM 19.1-19.67	Acquired Via Transfer	286,531.00
SAN BERNARDINO CO FLOOD CONTROL DIST	54431125	Fee	5,650.00
DABOUR, LARRY	54431127	Fee	12,968.00
ANDERSON, JAMES STEPHEN	54428109	Fee	949.97

DABOUR, LARRY L	54428108	Fee	3,143.74
JENKINS, JESSIE RAY	54428106	Fee	4,003.18
AUJLA, GURVINDER SINGH	54428104	Fee	8,387.15
BAKER VALLEY UNIFIED SCHOOL DISTRICT	54429101	Fee	49,731.27
ROMO, RODIMIRO	54430128	Fee	1,185.00
ROMO, RODIMIRO	54430128	TCE	9
BAKER VALLEY UNIFIED SCHOOL DISTRICT	54430103	Fee	3,399.91
PATRICIA V MCKEN	54428140	Fee	20,234.41
PATRICIA V MCKEN	54428140	TCE	11,134.46
ROMAN CATHOLIC BISHOP & SAN BERNARDINO	54430120	Fee	1,874.00
CLARK LOIS-EST, OF, CLARK, GARY RALPH	54430116	Fee	1,250.00
PRICE, ANN L	54430101	Fee	1,250.00
MACIAS-LOPEZ, TEOFILO F	54430138	Fee	1,996.00

Environmental Consequences

BUILD ALTERNATIVE

All of the land involved in Segment 2 is undeveloped and vacant; it does not contain structures. Additionally, no residents or businesses will need to be relocated as a result of implementing the Build Alternative. Because the existing highway is within an easement, the Build Alternative will require a Government Parcel Highway Easement and Letter of Concurrence from BLM.

NO-BUILD ALTERNATIVE

No communities, households, or businesses will be displaced under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required.

2.2.2 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the

federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Affected Environment

Information on this section is based on the Visual Impact Assessment Memorandum (VIA Memo) (Caltrans 2024) and Draft Project Report (Caltrans 2024).

The SR-127 corridor extends from the I-15 Separation in Baker. The work locations occur in a rural setting in San Bernardino County near the Mojave National Preserve and Death Valley National Park and the community of Baker. At the beginning of the route, there are developed land uses visible from the highway that are predominantly residential and public facility. After leaving the city and passing the airport the views are of natural desert landscape. This landscape includes expansive viewsheds of the Silurian valley and hills, distant mountain ranges, creosote scrubland, dry lake playas, seasonal streams, dunes, hills and, eventually, the underground Amargosa River and the Old Spanish National Historic Trail.

Environmental Consequences

BUILD ALTERNATIVE

The tapered edges and shoulder backing on both sides of the highway, the ADA curb ramps and the shoulders to be used as bike lanes will require grading and potential vegetation removal. The visual quality/character of the corridor will become not change as most of the proposed visual changes will be within an area of existing intrusion and rural development in Baker.

Vegetation removal will be a temporary visual impact because disturbed sites will be hydroseeded with a California native seed mix. There may be ornamental large shrubs or trees removed to construct the bike lanes.

Temporary visual impacts/changes will occur during construction. The project is expected to require 220 working days. It is anticipated that the project will be staged to minimize impacts to existing traffic. Inside shoulders and medians could be used as temporary pavement for traffic movement and construction equipment throughout the work zone. Detailed staging plans and traffic handling plans will be developed in the design phase of the project.

Due to the quantity of viewers experiencing the project, the viewer exposure is considered low. Due to the project occurring in a rural area on highway that is determined to be scenic route eligible, viewer sensitivity and response to the anticipated visual change is considered high. The ‘low’ change in visual resources combined with the ‘high’ viewer response to changes indicates the Project will cause a ‘low’ visual impact with the

inclusion of impact avoidance measures.

NO-BUILD ALTERNATIVE

No construction activity will occur under the no-build alternative, therefore there will not be any adverse impacts on visual resources.

Avoidance, Minimization, and/or Mitigation Measures

VIS-1 Replace large shrubs and trees removed due to bike lane work at a 3:1 ratio.

VIS-2 Avoid work under tree canopies to preserve existing trees.

VIS-3 No equipment, material storage, or vehicles are allowed under tree dripline.

VIS-4 Disturbed soil shall be seeded with a California native seed mix.

VIS-5 Protect vegetation outside of grading limits and contractor use areas with temporary fencing.

2.2.3 Cultural Resources

Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal law, cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” and “traditional cultural properties.” Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 CFR 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties (in Section 4(f) terminology—historic sites).

Affected Environment

Information from this section was drawn from the Historic Property Survey Report (HPSR) (Caltrans 2024), which included an Archaeological Survey Report (ASR) (Caltrans 2024).

AREA OF POTENTIAL EFFECT

The Area of Potential Effects (APE) for the proposed project was established in consultation with Dicken Everson, Principal Investigator Prehistoric and Historic Archaeology, and Samer Georges, Caltrans Project Manager, on February 7, 2024 and revised June 18, 2024. The APE map is in Attachment A of the HPSR. The APE was established to encompass the maximum extent of ground disturbance to include the Area of Direct Impact (ADI) and potential right of way acquisition for small temporary construction easements (TCEs) and acquisitions from the edge of pavement for both east and west bound on SR-127.

SUMMARY OF IDENTIFICATION EFFORTS

A Caltrans Cultural Resource Database (CCRD) records search was conducted to identify known resources within or adjacent to the APE limits. Additional sources consulted during the records search included the National Historic Landmark, Caltrans Historic Bridge Inventory, California Historical Landmarks and Caltrans As-Built files.

The cultural resources records search documented 43 archaeological resources, comprising 41 prehistoric or historic archaeological sites, two bridges, and one historic trail.

None of the resources identified in or near the APE required NRHP eligibility evaluation or required any measures toward avoidance or protection. Pursuant to Section 106 PA Stipulation IX.A, Caltrans made a determination of a Finding of No Historic Properties Affected for the undertaking.

NATIVE AMERICAN CONSULTATION

A letter was sent to the Native American Heritage Commission (NAHC) regarding the project requesting information on November 22, 2022. The NAHC responded in a letter on December 19, 2022, with a listing of recommended Native American contacts and a negative finding on the Sacred Land File. Letters requesting information about cultural resources or concerns regarding the project were sent on November 22, 2022, to Sarah Bliss from the 29 Palms Band of Mission Indians. Follow up attempts to contact were done on March 1, 2023 and May 8, 2023. No response was received to date.

Environmental Consequences

STUDY FINDINGS AND CONCLUSIONS

The Historic Property Survey Report (HPSR) concluded that no Historic Properties are present in the Area of Potential Effects, or there are properties within the Area of Potential Effects that are exempt from evaluation.

Avoidance, Minimization, and/or Mitigation Measures

CR-1 During construction, it is possible that previously undiscovered cultural resources could be encountered by construction activities. If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 501-5142 and Julie Scrivner, DNAC: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

2.2.4 Water Quality and Stormwater Runoff

Regulatory Setting

FEDERAL REQUIREMENTS: CLEAN WATER ACT

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source1 unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

 Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

 Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).

 Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

 Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE’s Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency’s (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which will have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that will have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause “significant degradation” to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion Build Alternative impacts is included in the Wetlands and Other Waters section.

STATE REQUIREMENTS: PORTER-COLOGNE WATER QUALITY CONTROL ACT

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of “waste” as defined, and this definition is broader than the CWA definition of “pollutant.” Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the

CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

STATE WATER RESOURCES CONTROL BOARD AND REGIONAL WATER QUALITY CONTROL BOARDS

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollutant Discharge Elimination System (NPDES) Program**

Municipal Separate Storm Sewer Systems (MS4): Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department’s MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The following text has been amended since the Draft Environmental Document: The Department’s MS4 Permit, NPDES No. CAS000003, SWRCB Order No. 2022-0033-DWQ (adopted on June 22, 2022 and effective on January 1, 2023), has three basic requirements:

1. The Department must comply with the requirements of the Construction General Permit and Caltrans NPDES Permit (see below);

2. The Department must implement a year-round program in all parts of the state to effectively control storm water and non-storm water discharges; and

3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, the Department developed the statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

- **Construction General Permit**

The following text has been amended since the Draft Environmental Document: Construction General Permit, (CGP; NPDES No. CAS000002, SWRCB Order No. 2022-0057-DWQ) was adopted September 8, 2022, and became effective on September 1, 2023. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project will require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows.

For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with the Department’s SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

- **Caltrans NPDES Permit**

(Order No. 2022-0033-DWQ, NPDES No. CAS 000003) regulates storm water discharges from, maintenance, operations and design from Caltrans properties, facilities and activities, and requires that the Caltrans construction program comply with the requirements of the "State Water Resources Control Board (SWRCB) Order No. WQ 2022-0057-DWQ, NPDES No. CAS 000002

- **Section 401 Permitting**

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit. In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Affected Environment

The primary sources used in the preparation of this section are the Hydraulics Memo (Caltrans 2024) and the Office of Stormwater Quality Memo (Caltrans 2024).

The United States Geological Survey quad sheets (1:24000) used to determine the watersheds tributary to SR 127 within the project limits were: Baker, Sheep Creek Spring, Silurian Valley, and Saddle Peak Hills. Four printed FIRM (Flood Insurance Rate Maps) panels cover the project area. These are 06071C144H, 06071C1763H, 06071C2300H, and 06071C2325H, all dated August 2008.

Environmental Consequences

BUILD ALTERNATIVE

Non-printed FEMA Panels encompass the adjacent area. Non-printed panels indicate that, in essence, each watercourse is considered Zone D – flood hazards undetermined, but possible. Since the proposed construction will not affect any water surface elevation, it is unlikely that a Letter of Map Revision (LOMR) or Conditional Letter of Map Revision (CLOMR) will be necessary.

This project is not located within an MS4 area, and it is not anticipated that the project will create water quality impacts because it will maintain the original line, grade, hydraulic capacity and original purpose of the facility. This project is not in a trash area. Therefore, the project does not require trash treatment or implementation of trash capture devices. Temporary staging area within the project limits will include Best Management Practices (BMPs) to address Job Site Management.

The following permits and documents will be required for the project:

A. Caltrans NPDES Permit, Order 2022-0033-DWQ, NPDES No. CAS000003.

B. NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Order No.2022-0057-DWQ, NPDES No. CAS000002).

C. Stormwater Water Data Report (SWDR): A SWDR will be developed during the design phase. The SWDR is a planning document prepared by the Project Engineer that documents stormwater design information associated with the project. It is used to document stormwater-related decisions to assure compliance throughout all phases of project delivery.

D. During the construction phase, a project-specific Water Pollution Control Document (WPCD) will be developed by the contractor. The WPCD includes site maps(s) and identification of construction and contractor activities that could cause stormwater pollution. The following text has been amended since the Draft Environmental Document: Treatment Best Management Practices (BMPs) will be needed.

Since the total Disturbed Soil Area (DSA) is less than one acre, the project will require a Water Pollution Control Plan (WPCP). However, if the project's DSA and digouts result in one acre or more, the document must be a Stormwater Pollution Prevention Plan (SWPPP) which requires a "Notice of Intent" to be reported to the State Water Resources Control Board 30 days before the construction start date. The following text has been amended since the Draft Environmental Document: The project is not located in a Statewide Trash Generated Area (STGA).

NO-BUILD ALTERNATIVE

Because no work will be conducted under this alternative, this alternative will not have any adverse impacts on water quality and storm water runoff.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures required.

2.2.5 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as "Superfund," is to identify and clean up abandoned contaminated sites so that

public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

Section 121(d) of CERCLA requires that remedial action plans include consideration of more stringent state environmental “Applicable or Relevant and Appropriate Requirements” (ARARs). The 1990 National Oil and Hazardous Substances Pollution Contingency Plan (NCP) also requires compliance with ARARs during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

In addition to the acts listed above, Executive Order (EO) 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved. Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

The information in this section was utilized from the Initial Site Assessment (ISA) Checklist (Caltrans 2024) prepared for this project. The California Department of Toxic Substances Control (DTSC) tracks and identifies sites with known or potential contamination through its EnviroStor database, and the SWRCB tracks and identifies sites that may affect groundwater through its GeoTracker database.

Environmental Consequences

BUILD ALTERNATIVE

No sites were listed on the GeoTracker database or the EnviroStor database.

No hazardous waste concerns were identified for right of way acquisition. No underground storage tanks, surface tanks, sumps, ponds, drums, basins, transformers, or landfills were identified during the field inspection. Furthermore, no surface staining, oil sheen, odors, or vegetation damage as a result of contamination was detected.

Following construction of the proposed project, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards. The ISA Checklist completed for this project determined that the potential for hazardous waste involvement was “low risk.”

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. If encountered, soil with elevated concentrations of lead as a result of ADL on the state highway system right-of-way within the limits of the project will be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

NO-BUILD ALTERNATIVE

Under No-Build Alternative, the site will not be disturbed and no long-term effects involving hazardous materials will occur.

Avoidance, Minimization, and/or Mitigation Measures

HW-1 Earth Material Containing Lead – Requires a Lead Compliance Plan (LCP) for soil disturbance when lead concentrations are non-hazardous.

HW-2 Treated Wood Waste Wood removed from guardrail, thrie beam barrier, or roadside sign is treated wood waste. Use if project will generate treated wood waste.

HW-3 Residue contain lead from grinding or cold planning from paint and thermoplastic – Requires a Lead Compliance Plan (LCP).

2.2.6 Biological Resources

2.2.6.1 Natural Communities

Regulatory Setting

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are area of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section in Section 2.2.6.5. Wetlands and Other Waters are also discussed below in Section 2.2.6.2.

Affected Environment

The information in this section is based on the Natural Environmental Study-Minimal Impacts (NESMI) (Caltrans 2024).

The Biological Study Area (BSA) encompasses the Project limits and a 300-ft buffer. The rationale behind the set back or buffer is to account for potential indirect project- related impacts (noise, vibrations, human presence, artificial lighting, water quality impacts etc.) as well as areas within the Project limits that will result in direct impacts (staging, work on paved roadway, shoulder backing, etc.) also known as the project impact area (PIA).

Biological conditions within the BSA consist of primarily of creosote bush scrub (Larrea tridentata); roadway and shoulders comprise of disturbed/developed land. One (1) historical occurrence for habitats and natural communities of special concern occur within the respective USGS 7.5-minute quadrangles as described by the California Natural Diversity Database (CNDDB) occurrence report. However, no natural communities of special concern occur within the Biological Study Area.

Environmental Consequences

BUILD ALTERNATIVE

Transportation facilities, particularly freeways and roadways, pose an inherent barrier to wildlife and habitat connectivity. The Project occurs on the existing State Route alignment and pose no risk of reducing or worsening existing levels of habitat connectivity. Local and regional wildlife movement is available throughout the Project limits.

NO-BUILD ALTERNATIVE

Under the No-Build Alternative, no permanent impacts on natural vegetation communities of concern or animal movement/habitat fragmentation will occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures required.

2.2.6.2 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S.

include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high-water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters will be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 CFR 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which will have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that will have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies regarding wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Finding must be made.

The Regional Water Quality Control Boards (RWQCBs) were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality

certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request.

Affected Environment

The information in this section is based on the NESMI (Caltrans 2024). The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey Geographic Information System was queried for a report on all soil series classifications within the BSA. The USFWS National Wetlands Inventory (NWI) Wetlands Mapper was queried for a review of potential jurisdictional water features and their classifications within the BSA.

The National Wetland Index identifies potential and/or known jurisdictional features in the BSA in the form of intermittent and ephemeral channels. The BSA contains numerous jurisdictional waters in the form of ephemeral drainages. However, no soils within the BSA/PIA are identified as hydric soils (NRCS Web Soil Survey 2024), and no defined channels, beds, or banks occur within the PIA. Project impacts will be limited to the existing roadway and shoulders. Therefore, the Project will not impact jurisdictional water features (Waters of the State/Waters of the U.S.).

Environmental Consequences

BUILD ALTERNATIVE

The Project will not require in channel work or work within other aquatic features, divert or obstruct the natural flow of any river, stream, or lake; discharge dredge or fill material into and river, stream, or lake, or adversely modify the bed, bank or channel of any river, stream, or lake; and will therefore not require Federal regulatory permits which include USACE 404 Nationwide, and RWQCB 401. Caltrans standard best management practices (BMPs), the BMPs in the anticipated Water Pollution Control Plan (WPCP), and 2023 Standard Specifications (or latest version) shall be implemented to minimize potential indirect water quality impacts during construction. The following text has been amended since the Draft Environmental Document: Caltrans will avoid shoulder backing within 150ft of ephemeral streams.

NO-BUILD ALTERNATIVE

If this project is not constructed, project-related impacts on federal and state jurisdictional waters and wetlands will not occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures required.

2.2.6.3 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) is responsible for the protection of federally listed special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. “Special status” is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA). Please see the Threatened and Endangered Species section in this document for detailed information about these species (Section 2.2.6.5).

This section of the document discusses all federally protected special-status plant species, including USFWS candidate species.

The regulatory requirements for FESA can be found at 16 USC, Section 1531, et seq. See also 50 CFR Part 402.

Affected Environment

The information in this section is based on the NESMI (Caltrans 2024).

The CDFW California Natural Diversity Database (CNDDB), Biogeographic Information and Observation System (BIOS) California Native Plant Society (CNPS) Geographic Information System was queried for special-status plant species known to occur within the Ibex Pass, Saddle Peak Hills, Sheep Creek Spring, Silurian Lake, Silurian Valley, North of Baker, and Baker, California 7.5-minute United States Geological Survey (USGS) quadrangle maps.

Special Status Plant Species

Spring-loving Centaury (*Centaurium namophilum*) is a rare federally listed threatened annual flowering herb, endemic to the Amargosa Valley in Nevada, and endemic to Ash Meadows, directly east of Death Valley National Park. It was identified as a special-status plant species that has the potential to have suitable habitat within the BSA.

Environmental Consequences

BUILD ALTERNATIVE

The pavement overlay and 3’ shoulder backing will remain confined to within the graded, maintained shoulder and roadway. The roadway shoulder is subject to routine maintenance and grading, and thus predominantly void of vegetation. Further, the Project will not impact areas of saltgrass meadow, springs, seeps, or streams.

Therefore, the Project will not impact Spring-loving Centaury as the PIA lacks suitable habitat and does not support this species. The Project will result in No Effect to the Spring-loving Centaury.

The project impact area primarily consists of the paved travelled way and previously disturbed and maintained areas with compacted or barren soils or areas dominated by

non-native ruderal species. No take of federally listed or proposed plants will occur with implementation of the Build Alternative.

NO-BUILD ALTERNATIVE

No construction activities will be undertaken, and no effects will occur to plant species.

Avoidance, Minimization, and/or Mitigation Measures

Bio-General-1: Equipment Staging, Storing & Borrow Sites

All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.

2.2.6.4 Animal Species

Regulatory Setting

Many federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal Endangered Species Act.

Species listed or proposed for listing are discussed in the Threatened or Endangered Species section (Section 2.2.6.5). All other federally protected special-status animal species are discussed here, including USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

•National Environmental Policy Act

•Migratory Bird Treaty Act

•Fish and Wildlife Coordination Act

Affected Environment

The information in this section is based on the NESMI (Caltrans 2024).

Caltrans obtained a USFWS official species list from the IPaC database on March 27, 2024. CNDDB was also queried to show potential and historical occurrences of rare plant and animals species within the state. The table below shows the list of potentially impacted species.

Table 2-3: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
Plants					
Spring-loving Centaury	*Centaurium namophilum*	FT	Found in chaparral (openings); cismontane woodland; coastal scrub; playas; valley and foothill grassland; vernal pool; and wetland habitats but is typically associated with annual grassland and vernal pools. Often surrounded by shrubland habitats in openings on clay soils at 15-1,030 meters (~49-3,379 feet) in elevation. Bloom Period: March to June	A	The BSA does not contain suitable habitat capable of supporting this species.
Invertebrates					
Crotch bumble bee	*Bombus crotchii*	SCE	Inhabits coastal California, east to the Sierra-Cascade crest, and south into Mexico. Food preferece includes Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum species.	A	The BSA does not contain suitable coastal scrub or grassland habitats capable of supporting this species.
monarch - California overwintering population	*Danaus plexippus* pop. 1	FC	Milkweed is required for monarch habitat for egg laying and to provide food for larvae. The species ranges from South	A	The BSA does not contain suitable habitat capable of supporting this species. Furthermore, the Caltrans

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
			America to Canada and overwintering populations are found in Mexico, California, Arizona, and along the US East Coast. They require access to streams, plenty of sunlight, and appropriate roosting vegetation that is relatively free from predators. While breeding, monarchs can be found in agricultural fields, pastureland, prairie remnants, urban and suburban residential areas, gardens, trees, and roadsides.		Monarch Butterfly Habitat Suitability Model indicates the BSA is outside the species range.
Fish					
Amargosa pupfish	*Cyprinodon nevadensis amargosae*	SSC	Freshwater aquatic fish species; endemic to the Amargosa River basin; found in California and Nevada.	A	The Project will not impact the Amargosa River or aquatic resource within the Project region.
Amargosa Canyon speckled dace	*Rhinichthys osculus* ssp. *1*	SSC	Found in aquatic, south coast flowing waters. Endemic to Los Angeles Basin south coastal streams. A habitat generalist that prefers sand-rubble-boulder bottoms, cool, clear water, and algae.	A	Perennial waters necessary for obligate-aquatic fish species, fish passage, and/or spawning habitat are absent from the BSA.
Reptiles					
desert tortoise	*Gopherus agassizii*	FT. SE	Occurs in almost every desert habitat. Inhabits Joshua tree woodland,	HP	The Project is within the home range of desert tortoise.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
			Mojavean desert scrub, and Sonoran Desert scrub habitats, and washes. Require friable soil for burrow and nest construction; creosote bush habitat with large annual wildflower blooms is preferred.		
Mojave fringe-toed lizard	*Uma scoparia*	SSC	Mojave fringe-toed lizard (Uma scoparia) is a California Species of Special Concern, found in arid climates, commonly found in sand dunes within the Mojave Desert. This species is limited almost strictly to sandy dune habitat, and generally derives its water from arthropod and plant food.	HP	The BSA contains marginally suitable habitat. Mojave fringe-toed lizard requires sandy dune substrate for habitat, which is absent from the PIA. The PIA consists of the graded shoulder and roadway.
Birds					
long-eared owl	*Asio otus*	SSC	This species is found a variety of habitats including conifer, oak, riparian, pinyon-juniper, and desert woodland, or adjacent to meadows, grassland or shrublands.	A	The BSA does not contain suitable habitat capable of supporting this species.
Golden eagle	*Aquila chrysaetos*	FP	This species is generally a yearlong resident; but may also migrate to California for the winter. Golden eagles inhabit a variety of habitats including forests,	A	Suitable habitat is absent from the BSA; the probability of occurrence is very low.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
			canyons, shrub lands, grasslands, and oak woodlands. Breeding occurs between January and August, with nesting on steep cliffs or trees.		
southwestern willow flycatcher	*Empidonax traillii extimus*	FE, SE	Occurs within riparian woodlands of Southern California.	A	The BSA does not contain suitable riparian habitat capable of supporting this species.
bald eagle	*Haliaeetus leucocephalus*	SE, FP	Requires large bodies of water, or free flowing rivers with abundant fish, and adjacent snags or other perches. Largest numbers occur at Big Bear Lake.	A	The BSA does not contain suitable abitat capable of supporting this species.
Yellow-breasted chat	*Icteria virens*	SSC	This species is a summer resident; it inhabits riparian forest, riparian scrub, and riparian woodland habitats. This species also inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground.	A	Suitable nesting and foraging habitat (e.g. forest/riparian forest) is absent from the BSA PIA.
Vermillion flycatcher	*Pyrocephalus rubinus*	SSC	This species inhabits marsh and swamp; riparian forest; riparian scrub; riparian woodland;	A	Suitable riparian habitat and vegetation is absent from the BSA; therefore, this species is considered absent from the PIA.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
			and wetland habitat types. Species nests in cottonwood, willow, mesquite, and other large desert riparian trees. During nesting, species inhabits desert riparian adjacent to irrigated fields, irrigation ditches, pastures, and other open, mesic areas.		
			Mammals		
Pallid bat	*Antrozous pallidus*	SSC	The pallid bat is a locally common species of low elevations in California. It occurs throughout California except for the high Sierra Nevada from Shasta to Kern cos., and the northwestern corner of the state from Del Norte and western Siskiyou cos. to northern Mendocino Co. A wide variety of habitats is occupied, including grasslands, shrublands, woodlands, and forests from sea level up through mixed conifer forests. The species is most common in open, dry habitats with rocky areas	HP	Potential habitat may be present in the Project region near the Amargosa River. CNDDB reflects a 2015 sighting near the Amargosa River. However, no suitable habitat occurs within the BSA or PIA; therefore, the likelihood of occurrence within the BSA is very low.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
			for roosting. A yearlong resident in most of the range.		
Townsend's big-eared bat	*Corynorhinus townsendii*	SSC	This species is found in all but subalpine and alpine habitats, and may be found at any season throughout its range. Once considered common, Townsend's big-eared bat now is considered uncommon in California. It is most abundant in mesic habitats.	A	Due to low probability of occurrence, lack of recent CNDDB sightings, and lack of adequate habitat roosting/foraging sites (e.g. mines, caves, trees, buildings rocky outcroppings, etc.) within the BSA, this species is considered absent from the PIA.
Amargosa vole	*Microtus californicus scirpensis*	FE, SE	This species inhabits marsh and swamp, riparian scrub, and wetland habitats. Known only from bulrush marshes along the Amargosa River. Burrows in soft soil; nests are constructed in the burrows. Creates runway system through grasses from burrow.	A	No marsh, riparian or scrub habitat is present within the PIA.
Desert bighorn sheep	*Ovis canadensis nelson*	FP	This species inhabits rocky slopes and cliffs, canyons, washes and alluvial fans. They prefer rugged and open habitat, and use their climbing abilities, vigilance, and excellent vision to detect and	HP	Although potential habitat is present within the Project surroundings, the BSA and PIA do not contain suitable areas for habitat, such as rocky outcroppings, cliffs, rugged open terrain, or water sources. Due to their elusiveness and aversion to

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
			escape from predators. They are generalist herbivores and eat a wide variety of desert plants, including cacti. In summer, the distribution of desert bighorn sheep is often associated with scarce water sources.		humans, the likelihood of occurrence within the BSA is very low.

Absent [A] - no habitat present and no further work needed. Critical Habitat [CH]- USFWS critical habitat is present. Habitat Present [HP] - habitat is or may be present. The species may be present. Species Present [SP] -The species is present. Status: Federal Endangered (FE); Federal Proposed Endangered (FPE); State Candidate Endangered (SCE); State Candidate Threatened (SCT); State Endangered (SE); State Watch List (WL); Fully Protected (FP); State Species of Special Concern (SSC); California Native Plant Society (CNPS): 1A- plants presumed extirpated in CA and either rare or extinct elsewhere, 1B- plants rare, threatened, or endangered in CA and elsewhere, 2A- plants presumed extirpated in CA, but more common elsewhere, 2B- plants rare, threatened, or endangered in CA, but more common elsewhere, 3- plants about which more information is needed-CNPS review list, 4- plants of limited distribution.

Environmental Consequences

BUILD ALTERNATIVE

Special-Status Invertebrates

The project limits do not contain suitable habitat to support Crotch bumble bee or Monarch butterfly in the form of milkweed, or flowering plants. The PIA comprises graded dirt shoulders and paved roadway. The surrounding habitat within the BSA consists of creosote bush scrub, absent of milkweed or other flowering plants to serve as potential host plants. Temporary impacts such as ground disturbance, and equipment staging will occur. Permanent impacts will be confined within the paved roadway. Due to minor ground disturbance associated and lack of suitable host plants, Monarch butterfly and Crotch bumble bee are considered absent from the PIA and have low potential to occur on site. The Project is determined to have No Take of Crotch bumble bee and No Effect to Monarch butterfly.

Special-Status Reptiles

The Project is within the home range of desert tortoise. The PIA does not feature physical or biological features or suitable habitat for burrowing, foraging, or sheltering; nor does the PIA does not contain water features or vegetation to support foraging or burrowing. No federally designated critical habitat for the desert tortoise occurs within the Project limits. Further discussion on impacts to the desert tortoise can be found at section 2.2.6.5. Threatened and Endangered Species, below.

Mojave fringe toed lizard is deemed absent from the sight, given its habitat requirements for sandy dune substrate, which is absent from the PIA.

Special-Status Birds

No listed avian species are considered present; or have potential to occur within the project limits. No suitable southwestern willow flycatcher habitat occurs within the BSA. The Project comprises primarily of creosote bush scrub within the Mojave Desert and does not contain suitable riparian habitat to support this species.

Southwestern willow flycatcher is thus deemed absent from the BSA. Likewise, due to lack of adequate nesting or foraging opportunities, there is minimal probability for Fully Protected or Special Status avian species to occur within the work limits, as identified in the literature review. Direct and indirect impacts to Migratory Bird Treaty Act and FGC (3503-3503.5) protected birds will be avoided. Therefore, the Project will not “take” Migratory Bird Treaty Act and FGC protected birds.

Special-Status Fish

Literature review identifies two special status fish species: (1) Amargosa Canyon speckled dace (*Rhinichthys osculus*); and (2) Amargosa pupfish (*Cyrinodon nevadensis amargosae),* within the Project region. However, the Project does not involve work within ephemeral channels, rivers, streams, or aquatic habitat capable of supporting fish species.

Fish species or suitable habitat are absent from the construction limits (PIA) and therefore omitted from further discussion.

Special-Status Mammals

There is no federally designated critical habitat for mammal species in the BSA.

No suitable habitat occurs within the PIA to support Amargosa vole. This species is considered absent from the PIA, as it requires denser shrub and forest coverage and friable soils for burrowing. The Project will result in No Effect to Amargosa vole.

There are no caves, mines, tunnels, buildings or other structures to support bat species or roosting. Therefore, bat species, including Townsend's bat and Pallid bat are thus considered absent from the PIA, and the probability of their occurrence is low. There is very low potential for desert bighorn sheep to occur, given their preference for rocky, open habitat, elusive nature, and aversion to humans. This species is considered absent from the PIA. The Project will result in No Take of Pallid bat, Townsend's big- eared bat, or desert bighorn sheep.

NO-BUILD ALTERNATIVE

No construction activities will occur under the No-Build Alternative, and no effects will occur.

Avoidance, Minimization, and/or Mitigation Measures

Bio-General-1: Equipment Staging, Storing & Borrow Sites

All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.

Bio-General-2: Temporary Artificial Lighting Restrictions

Artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.

Bio-General-7: Worker Environmental Awareness Program (WEAP)

A qualified biologist must present a biological resource information program/WEAP prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

Bio-General-8: Biological Monitor

A qualified biologist must monitor project activities daily to ensure measures are being implemented and documented.

Bio-General-12: Animal Entrapment

To prevent inadvertent entrapment of special status reptile species during project activities, all excavated steep-walled holes or trenches more than 12 inches in depth must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist.

2.2.6.5 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 USC Section 1531, et seq. See also 50 CFR Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat.

Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

The information in this section is based on the NESMI (Caltrans 2024).

Desert tortoise (*Gopherus agassizii*) is a federally threatened, State-threatened species, found throughout the Mojave Desert, and parts of Arizona, Colorado, Nevada and Utah. The Project is within the home range of desert tortoise. The CNDDB shows a lack of recent reported sightings for special status reptiles along SR-127, as no CNDDB sightings are reported along SR-127 for desert tortoise (CNDDB 2024). Based on the Data Basin

distribution model, Desert tortoise has minimal potential or probability to occur within the Project limits along SR-127 (www.databasin.org/maps). The PIA does not feature physical or biological features or suitable habitat for burrowing, foraging, or sheltering; nor does the PIA does not contain water features or vegetation to support foraging or burrowing. No federally designated critical habitat occurs within the Project limits.

Environmental Consequences

BUILD ALTERNATIVE

The PIA primarily consists of the paved travel way and previously disturbed and maintained areas with compacted or barren soils and are areas dominated by non- native ruderal species, conditions not favorable for the desert tortoise. Temporary impacts such as ground disturbance, and equipment staging will occur. Permanent impacts will be confined within the paved roadway.

Based on the Project location within the Mojave Desert, minimally invasive work, and temporal and transient nature of work involved, and lack of recent CNDDB sighting, there is a low likelihood of occurrence within the PIA. However, the Project is within the home range of desert tortoise. Pursuant to Section 7(a)(2) of the Federal Endangered Species Act, Caltrans has determined the proposed Project May Affect and is Likely to Adversely Affect federally threatened desert tortoise (*Gopherus agassizii*).

The following text has been amended since the Draft Environmental Document: On June 24, 2024, Caltrans provided USFWS with the NESMI prepared for the project to request concurrence that the project be covered under the Programmatic Biological Opinion (PBO) for Routine Highway Improvement, Maintenance Activities, and Safety Projects (8-8-10-F-59) and on August 20, 2024, USFWS issued concurrence with the PBO.

Therefore, Caltrans determined the Project *May Affect and is Likely to Adversely Affect* desert tortoise pursuant to the Federal Endangered Species Act.

Federal critical habitat is not present within the BSA. The Project will not impact federally designated critical habitat for desert tortoise. The following text has been amended since the Draft Environmental Document: Additionally, with the exception of desert tortoise, the project will have “no effect” to species or their critical habitats as listed above in Table 2-3.

NO-BUILD ALTERNATIVE

No construction activities will occur under the No-Build Alternative, and no effects will occur.

Avoidance, Minimization, and/or Mitigation Measures

Bio-General-1: Equipment Staging, Storing & Borrow Sites

All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.

Bio-General-7: Worker Environmental Awareness Program (WEAP)

A qualified biologist must present a biological resource information program/WEAP prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

Bio-General-8: Biological Monitor

A qualified biologist must monitor project activities daily to ensure measures are being implemented and documented.

Bio-General-12: Animal Entrapment

To prevent inadvertent entrapment of special status reptile species during project activities, all excavated steep-walled holes or trenches more than 12 inches in depth must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist.

2.2.6.6 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list, maintained by the Invasive Species Council of California to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

Affected Environment

The information in this section is based on the NESMI (Caltrans 2024).

Environmental Consequences

The PIA primarily consists of the paved travelled way and previously disturbed and maintained areas with compacted or barren soils or areas dominated by nonnative ruderal species. The roadway shoulder is subject to routine maintenance and grading, and is predominantly void of vegetation.

Under the EO, federal agencies cannot authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures required.

2.3 CUMULATIVE IMPACTS

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time. Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 CFR Section 1508.7.

Methodology

Caltrans, in conjunction with FHWA and the U.S. EPA, developed a guidance document titled Guidance for Preparers of Cumulative Impact Analysis (2005). The following is based on the referenced guidance.

As specified in the guidance, if a proposed project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on that resource and accordingly need not be included in the evaluation of potential cumulative impacts. As discussed at the beginning of Chapter 2 or in the related sections of Chapter 2 of this Environmental Document, the proposed project will not result in direct or indirect impacts on the following resources; therefore, no discussion is provided for these resources in the evaluation of potential cumulative impacts.

- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreation Facilities
- Farmlands/Timberlands
- Community Impacts
- Visual/Aesthetics
- Floodplains
- Paleontological Resources

•Cultural Resources

•Geology/Soils

•Air Quality

•Noise

Resources Evaluated for Potential Cumulative Impacts

Segment 1 at PM L0.0 to 3.0 is located in and adjacent to the community of Baker, CA. There were no planned or reasonably foreseeable project improvements identified within the resource study area for the environmental resources evaluated for potential cumulative impacts. The San Bernardino County Countywide Plan did not identify planned projects near the project site (County of San Bernardino 2015). The Baker Community Plan and Guide, which provides a voice and future image of the community presented by the community members through outreach and engagement efforts, did not identify or list any specific future projects occurring within the community of Baker or within the outskirts of the vicinity of the proposed project.

Previously, segments of SR-127 received multiple repairs or full lane replacements under emergency orders caused by storm events from August 2023 to September 2023. SR-127 has also undergone routine or repair activities such as culvert upgrades, pavement rehabilitation, and shoulder widening.

Because there are no current and reasonably foreseeable future actions or projects, there are no potential cumulative impacts. There are also no past project impacts that will contribute to cumulative impacts.

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, coordination with resource agencies, and Native American individuals and organizations. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Consultation and Coordination with Public Agencies and Native American Tribes

The following provides a summary of key meetings, correspondence, and/or coordination pertinent to the development of the project.

3.1.1 Native American Tribes

The NAHC was contacted on November 22, 2022 and was sent a letter and map depicting the project location. A Sacred Lands Data Files search and list of potentially interested Native American groups and individuals were requested. The NAHC responded in writing on December 19, 2022 and indicated a negative Sacred Land Files finding. A Letter describing the project area and maps indicating the project location were sent to Sarah Bliss at the 29 Palms Band of Mission Indians on November 22, 2022. Follow up attempts to contact the 29 Palms Band of Mission Indians occurred on March 1, 2023 and May 8, 2023 with no response to date.

3.1.2 U.S Fish and Wildlife Service (USFWS)

On June 24, 2024, Caltrans provided USFWS with the NESMI prepared for the project to request concurrence that the project be covered under the Programmatic Biological Opinion (PBO) for Routine Highway Improvement, Maintenance Activities, and Safety Projects (8-8-10-F-59).

On March 27, 2024, the USFWS species list was requested and received from the USFWS.

On August 20, 2024, USFWS issued concurrence with the PBO.

3.1.3 Bureau of Land Management (BLM)

Bureau of Land Management (Barstow) was contacted on March 24, 2024 and April 2, 2024 to discuss cultural resources impacted from proposed project activities. A copy of the Historic Property Survey Report (HPSR) was sent on June 11, 2024 and a response was received on June 12, 2024 that the BLM will wait to review the document once the SF-299 form was submitted. The SF-299 will be submitted by Caltrans during the ROW acquisition phase of the project.

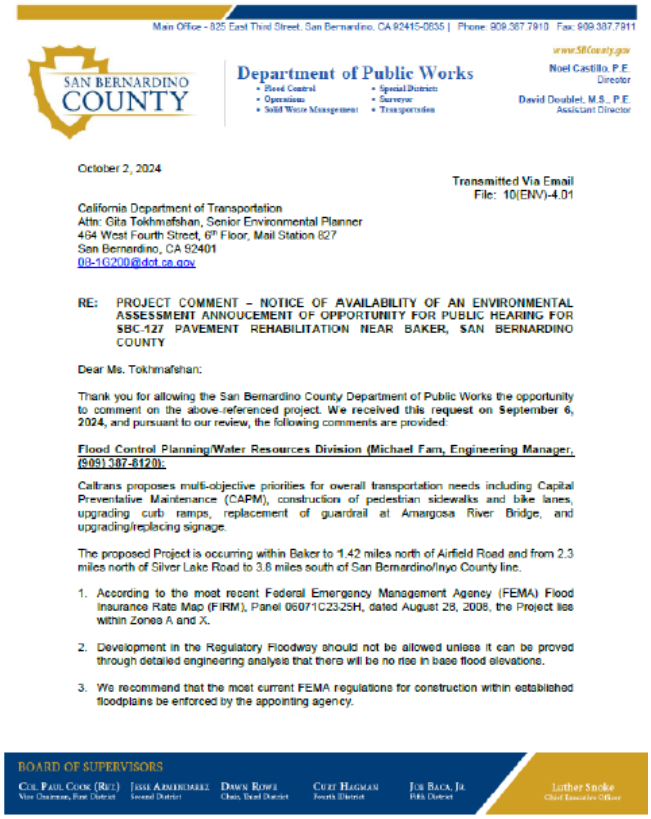
3.1.4 Public Participation

The Draft Environmental Assessment was circulated and made available for public review and comment during the public review period. The Notice of Intent for the Draft Environmental Assessment was distributed to the federal, state, regional, and local agencies and elected officials, as well as interested groups, organizations and individuals, as listed in Chapter 5, Distribution List.

3.2 Response to Comments

Letter A – San Bernardino County Dept. of Public Works

A-1



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SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

www.SBCounty.gov

Noel Castillo, P.E.
Director

David Doublet, M.S., P.E.
Assistant Director

October 2, 2024

Transmitted Via Email
File: 10(ENV)-4.01

California Department of Transportation
Attn: Gita Tokhmafshan, Senior Environmental Planner
464 West Fourth Street, 6th Floor, Mail Station 827
San Bernardino, CA 92401
08-1G200@dot.ca.gov

RE: PROJECT COMMENT – NOTICE OF AVAILABILITY OF AN ENVIRONMENTAL ASSESSMENT ANNOUCEMENT OF OPPORTUNITY FOR PUBLIC HEARING FOR SBC-127 PAVEMENT REHABILITATION NEAR BAKER, SAN BERNARDINO COUNTY

Dear Ms. Tokhmafshan:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. We received this request on September 6, 2024, and pursuant to our review, the following comments are provided:

Flood Control Planning/Water Resources Division (Michael Fam, Engineering Manager, (909) 387-8120):

Caltrans proposes multi-objective priorities for overall transportation needs including Capital Preventative Maintenance (CAPM), construction of pedestrian sidewalks and bike lanes, upgrading curb ramps, replacement of guardrail at Amargosa River Bridge, and upgrading/replacing signage.

The proposed Project is occurring within Baker to 1.42 miles north of Airfield Road and from 2.3 miles north of Silver Lake Road to 3.8 miles south of San Bernardino/Inyo County line.

1. According to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Panel 06071C2325H, dated August 28, 2008, the Project lies within Zones A and X.
2. Development in the Regulatory Floodway should not be allowed unless it can be proved through detailed engineering analysis that there will be no rise in base flood elevations.
3. We recommend that the most current FEMA regulations for construction within established floodplains be enforced by the appointing agency.

BOARD OF SUPERVISORS

Col. Paul Cook (Ret.) | Jesse Armendarez | Dawn Rowe | Curt Hagman | Joe Baca, Jr. | Luther Snoke

Response to Comment A-1:
Thank you for your comment and interest in the project.

The environmental document has been corrected to state that project is within FEMA flood Zones A and Zone X. See Chapter 2, Section 2.1.

A hydraulics study will be performed in the next Design phase of the project to determine whether the project affects the base flood elevation (BFE) within the regulatory floodway at East Baker Channel. Caltrans will construct the project in accordance with all required FEMA regulations and design standards, as applicable.

Caltrans will incorporate measures and recommendations from the resulting hydraulics study into the project design. A copy of the hydraulics study and design plans will be submitted to the County Public Works and Flood Control District offices for their review.

A-1

4. Other on-site or off-site improvements may be required, which cannot be determined at this time, and would have to be reviewed after more complete improvement plans and drainage analysis have been submitted to this office.

5. The southerly portion of the site may be subject to infrequent flood hazards in the event of a major flood due to overflow, erosion, and debris deposition until a permanent facility is provided for the East Baker Channel.

A-2

Permits/Operations Support Division (Johnny Gayman, Engineering Manager, 909-387-7995):

6. The proposed Project is adjacent to San Bernardino County Flood Control District (SBCFCD) right-of-way as it crosses over the East Baker Channel. The applicant will need to obtain an encroachment permit if they are proposing any work within the SBCFCD right-of-way. If you have any questions regarding this process, please contact the FCD Permit Section at (909) 387-1803.

7. A Road Construction Permit will be required if any public road improvements are proposed within any County maintained road right-of-way. A Street Improvement Plan (SIP) permit may be required as a condition of approval for the Road Construction Permit.

8. An Excavation Permit will be required if any public off-site utility work such as sewer, water, gas, electric, telephone/television cable, etc. that involve trenching or boring are proposed within any County maintained road right-of-way.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Nancy Sansonetti

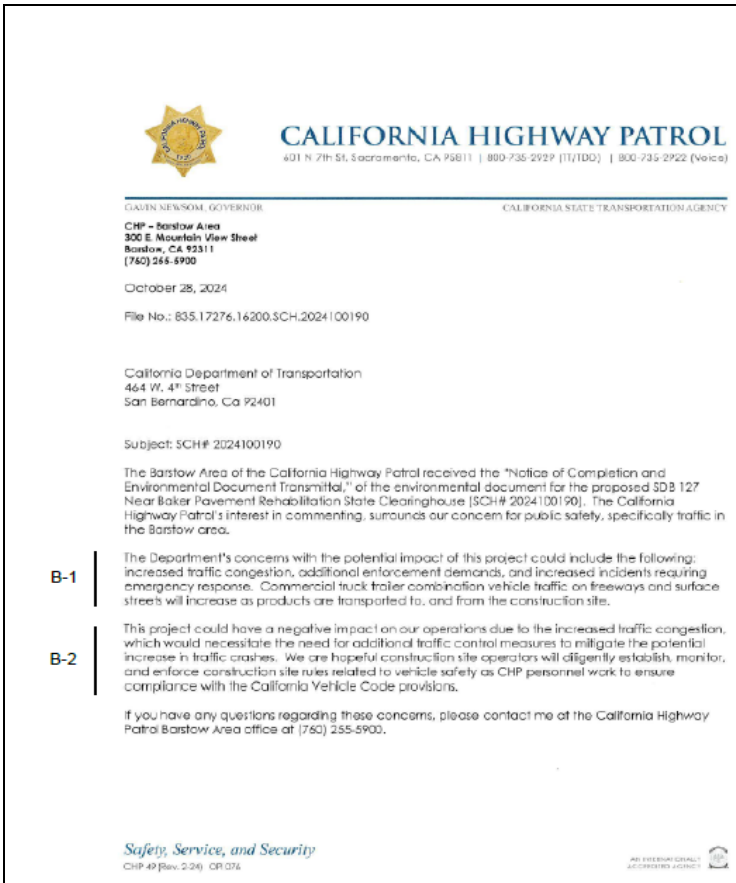
Nancy J. Sansonetti, AICP
Supervising Planner, Capital Improvement Section
Environmental Management Division

NJS:MC:ml

Cc: Manie Cruz, Planner II

Response to Comment A-2:
Caltrans will seek a fee acquisition from San Bernardino County Flood Control District. In addition, all required permits or actions such as a Road Construction Permit or Dig Alert ticket will be obtained prior to any construction or excavation activities.

Letter B – California Highway Patrol (CHP)



CALIFORNIA HIGHWAY PATROL

601 N. 7th St, Sacramento, CA 95811 | 800-735-2929 (TT/TDD) | 800-735-2922 (Voice)

GAVIN NEWSOM, GOVERNOR

CALIFORNIA STATE TRANSPORTATION AGENCY

CHP – Barstow Area
300 E. Mountain View Sheet
Barstow, CA 92311
(760) 255-5900

October 28, 2024

File No.: 835.17276.16200.SCH.2024100190

California Department of Transportation
464 W. 4th Street
San Bernardino, Ca 92401

Subject: SCH# 2024100190

The Barstow Area of the California Highway Patrol received the "Notice of Completion and Environmental Document Transmittal," of the environmental document for the proposed SDB 127 Near Baker Pavement Rehabilitation State Clearinghouse (SCH# 2024100190). The California Highway Patrol's interest in commenting, surrounds our concern for public safety, specifically traffic in the Barstow area.

B-1 The Department's concerns with the potential impact of this project could include the following: increased traffic congestion, additional enforcement demands, and increased incidents requiring emergency response. Commercial truck trailer combination vehicle traffic on freeways and surface streets will increase as products are transported to, and from the construction site.

B-2 This project could have a negative impact on our operations due to the increased traffic congestion, which would necessitate the need for additional traffic control measures to mitigate the potential increase in traffic crashes. We are hopeful construction site operators will diligently establish, monitor, and enforce construction site rules related to vehicle safety as CHP personnel work to ensure compliance with the California Vehicle Code provisions.

If you have any questions regarding these concerns, please contact me at the California Highway Patrol Barstow Area office at (760) 255-5900.

Safety, Service, and Security

CHP 49 (Rev. 2-24) OPI 076

Response to Comment B-1 and B-2: Thank you for your comment and interest in the project.

The CA Department of Transportation (Caltrans) will take all appropriate measures to ensure safety, accessibility and traffic handling are enforced during construction activities. A Traffic Management Plan (TMP) will be developed and implemented. This TMP will evaluate construction strategies pertaining to weekend work, flagging, lane closures and coordination with detour routes. Caltrans will also utilize CHP's Construction Zone Enhanced Enforcement Program, or COZEEP, to improve safety in the construction zones.

Caltrans and its construction site operators will diligently establish, monitor and enforce construction site rules related to vehicle safety, which will assist the CHP personnel to ensure compliance with the California vehicle code provision.

Sincerely,

E. MEEKER, Captain
Commander
Barstow Area

Letter C – California Dept. of Fish and Wildlife (CDFW)

Docusign Envelope ID: C8563626-9960-4183-9569-9451DF89B2C6

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

November 4, 2024
Sent via email

Gita Tokhmafshan, Senior Environmental Planner
Division of Environmental
California Department of Transportation, District 8
464 W. 4th Street, 6th Floor - MS 824
San Bernardino, CA. 92401-1400

Subject: Environmental Assessment
SBD-127 Pavement Rehabilitation Project (08-1G200)

Dear Gita Tokhmafshan:

The California Department of Fish and Wildlife (CDFW) received an Environmental Assessment (EA) from the California Department of Transportation (Caltrans) as assigned by the Federal Highway Administration (FHWA) for the SBD-127 Pavement Rehabilitation Project (Project) pursuant to the National Environmental Policy Act (NEPA).

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. CDFW requests that Caltrans involves CDFW in the Project to evaluate impacts to state resources, review surveys, and comment on plans alongside the U.S. Fish and Wildlife Service (USFWS).

CDFW Role

CDFW is providing comments on the EA for the Project as a California State Agency which has the statutory and common law responsibilities with regard to fish and wildlife resources and habitats. California's fish and wildlife resources, including their habitats, are held in trust for the people of the state by CDFW (Fish and Game Code (FGC) §71 1.7). CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitats necessary for biologically sustainable populations of those species (Fish and Game Code §1802). CDFW's fish and wildlife management functions are implemented through its administration and enforcement of the Fish and Game Code (FGC §702). CDFW is providing these comments in furtherance of these statutory responsibilities, as well as its common law role as trustee for the public's fish and wildlife.

Project Location and Description

The Project is located in the Mojave Desert near Baker in San Bernardino County, State of California (State). The Project proposes a multi-asset Capital Preventative

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Gita Tokhmafshan, Senior Environmental Planner
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Maintenance (CAPM) project on State Route (SR) 127. The limits of work for the Project are along SR-127 at post mile (PM) L0.0 to 3.0 & 10.5 to 37.7, for a total of approximately 30 miles.

The scope of work includes the following: rehabilitate pavement, replace guardrail to concrete barrier, construct 3' shoulder backing and rumble strips, apply pavement delineation, replace sign panels, install warning signs and Rapid Rectangular Flashing Beacon (RRFB), replace existing guardrail with concrete barrier type 60 at the Amargosa River Bridge No. 54-1170, and construct pedestrian and bicycle infrastructure.

The Project will require thirty-seven federal and other private/county fee and one Temporary Construction Easement (TCE), as the width of the existing State right-of-way (ROW) varies from 50 feet to 100 feet between PM L0.0 and PM 3.0. Within PM 10.5/37.7, the land is owned by the Bureau of Land Management (BLM) and a Federal Land Transfer will be needed from PM 0.840 to PM 3.0 and PM 10.5 to PM 37.7. The Federal Land Transfer will account for the areas 50 ft to the left and right of the centerline of SR-127, which total approximately 355 acres. In addition, a land transfer of approximately 6.6 acres from the State Lands Commission will occur between PM 19.1 to PM 19.67.

The Project will cross the alluvial floodplains of Silurian Valley and Death Valley while crossing Salt Creek and Amargosa River. Shoulder backing will require fill materials in the alluvial floodplains. Project construction will involve the use of heavy earth-moving equipment within the ROW of the alluvial floodplains, and near the dry lakes of Silver Lake and Silurian Lake.

Timeframe: Unavailable

Comments and Recommendations

C-1

Based on desktop analyses, Caltrans determines in the EA that the Project will not result in a significant impact on the environment and as a result Caltrans does not intend to prepare an Environmental Impact Statement (EIS) nor an Initial Study (IS). However, CDFW is concerned that the EA did not adequately identify and disclose Project impacts (i.e., direct, indirect, and cumulative). Based on CDFW's review of the Project, CDFW believes that Caltrans did not conduct proper analysis (i.e., focused field surveys) to inform the determination that the Project's impacts are not significant. Based on the information provided, CDFW believes the Project impacts to biological resources are potentially significant and that an IS is appropriate.

The Project has the potential to impact sensitive habitats and special-status species protected and/or regulated by CDFW due to their importance as a biological resource and conservation status (Table 1. Special-status species with the potential to occur within the Project area). Special-status species are species that are rare, sensitive,

Response to C-1:
Thank you for your comment and interest in the project.

Based on input from CDFW, Caltrans revised the biological technical study and the technical study was updated to reflect that site visits and habitat assessments did in fact occur. Caltrans Biologist Michael Grimes conducted a site visit on February 13, 2023.

Additionally, Caltrans revised avoidance and minimization measures, and incorporated additional avoidance and minimization measures to ensure potential project direct, indirect, and cumulative impacts to biological and natural resources remain below significant. Revised and additional avoidance and minimization measures are discussed below.

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imperiled, fully protected, candidate, threatened, or endangered. CDFW herein prioritizes discussion of select species from Table 1, but all species on Table 1 have the potential to occur within the Project area and should be confirmed as absent/present in the Project site through protocol level surveys and evaluated for Project impacts.

CDFW is concerned that the EA only considers impacts to species pertaining to the Endangered Species Act (ESA) and coordination with the U.S. Fish Wildlife Service (USFWS) thereof. However, the Project may result in impacts (i.e., take) to species and habitat protected by the California Endangered Species Act (CESA), California Code of Regulations (CCR), and/or Fish and Game Code (FGC), which would elicit coordination with CDFW. California FGC Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill".

C-2

Bureau of Land Management (BLM) Federal Land Transfer

CDFW is concerned with the expansive land transfer of BLM lands to Caltrans/FHWA, since no justification nor description of activities occurring within these lands was provided in the EA. These BLM lands contain special-status species and sensitive habitats, such as those provided in Table 1, that may be impacted by the Project and ongoing routine maintenance activities. CDFW is particularly concerned because the EA does not adequately identify the activities, analyze the cumulative impacts of routine maintenance and grading of the proposed additional 50'-100' of ROW nor does it adequately address the need for the land transfer itself. It is unclear whether maintenance, such as repeated grading, which is typical in the ROW, is anticipated since Section 2.3 of the EA states, "because there are no current and reasonably foreseeable future actions or projects, there are no potential cumulative impacts," and thus CDFW is concerned with repeated impacts to special-status species and sensitive habitats.

Candidate, Threatened, or Endangered Species

CESA is a California environmental law that conserves and protects plant and animal species at risk of extinction. Several State Candidate threatened/endangered (SCT/SCE), State-endangered (SE), or State-threatened (ST) species at risk of extinction are found within the Project boundary (Table 1). Take of any CESA-listed species is prohibited except as authorized by state law (Fish and Game Code, §§ 2080 & 2085) through appropriate authorization; for example, a CESA Incidental Take Permit (ITP) under FGC section 2081. CDFW recommends that Caltrans applies for an ITP for Project impacts to species designated as SC, SCT, SCE, SE, or ST (Table 1) if identified as present through focused surveys within the Project area.

Fully Protected Species

CDFW has jurisdiction over fully protected species of birds, mammals, amphibians, reptiles, and fish pursuant to Fish and Game Code sections 3511, 4700, 5050, and

Response to C-2:
Caltrans will seek a permanent right of way through a highway easement. The proposed land transfer would not result in physical impacts or additional maintenance outside the existing roadway and maintained shoulder. Impacts would remain only within the existing shoulder; no work would occur outside of the existing shoulder. The existing shoulder is graded and maintained, and does not feature suitable habitat in support of special-status species. Further, no grading or maintenance would occur outside the boundary of the existing shoulder. Therefore, the Project would not impact areas outside the existing shoulder in connection with the proposed land transfer. Accordingly, the proposed land transfer would not result in repeated impacts to special-status and sensitive habitats.

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5515, respectively. Fully protected species have the potential to occur within the Project area (see Table 1).

Species of Special Concern

Species of Special Concern (SSC) status applies to animals generally not listed under the ESA or CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers, and known threats to their persistence currently exist. SSCs should be considered during the environmental review process. SSCs have the potential to occur within the Project area (see Table 1).

Table 1. Special-status species with the potential to occur within the Project area

Common Name	Scientific Name	Status	Protection
Mojave desert tortoise	*Gopherus agassizii*	ST, proposed SCE	CESA
Amargosa vole	*Microtus californicus scirpensis*	SE	CESA
Least's Bell vireo	*Vireo bellii pusillus*	SE	CESA
Mountain lion	*Puma concolor*	SCT	CESA
Burrowing owl	*Athene cunicularia*	SC	CESA
Long eared owl	*Asio otus*	SSC	N/A
California glossy snake	*Arizona elegans occidentalis*	SSC	N/A
American badger	*Taxidea taxus*	SSC	N/A
Pallid bat	*Antrozous pallidus*	SSC	FGC Section 4150
Townsend's big-eared bat	*Corynorhinus townsendii*	SSC	FGC Section 4150
Golden eagle	*Aquila chrysaetos*	Fully Protected	FGC Section 3511
Southern bald eagle	*Haliaeetus leucocephalus*	Fully Protected	FGC Section 3511
Desert bighorn sheep	*Ovis canadensis nelson*	Fully Protected	FGC Section 4700
Desert kit fox	*Vulpes macrotis*	N/A	CCR, Title 14, Chapter 5, section 460
Mojave fringe-toed lizard	*Uma scoparia*	SSC	N/A
Coast horned lizard	*Phrynosoma blainvilli*	SSC	N/A
Coastal whiptail	*Aspidoscelis tigris stejnegeri*	SSC	N/A
Amargosa pupfish	*Cyprinodon nevadensis amargosae*	SSC	N/A
Amargosa speckled dace	*Rhinichthys nevadensis nevadensis*	SSC	N/A
Le Conte's thrasher	*Toxostoma lecontei*	SSC	N/A
Loggerhead shrike	*Lanius ludovicianus*	SSC	N/A
Vermillion flycatcher	*Pyrocephalus rubinus*	SSC	N/A

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Yellow-breasted chat	*Icteria virens*	SSC	N/A

Protected Non-game Mammals

C-3

The Project has the potential to impact two special-status bats (Table 1). Bats are a non-game mammal protected under FGC section 4150.

Special-status Bats

Bats are important for pest management as the primary predators of nocturnal flying insects, but bat populations are declining throughout southern California due to the loss of roosting habitat from development and a low reproductive turnover. Most bat species only have one young per year and juvenile mortality is very high. It can take many years for a bat colony to recover from any impacts that result in mortality or a decrease in reproductive ability. The protection of bat roosting habitat, particularly habitat identified as maternity or nursery sites, is vitally important to prevent adverse effects to, and further loss of, remaining bat populations. Impacts to bat maternity colonies, could be considered potentially significant.

The Project has the potential to impact two bat species of special concern, pallid bat and Townsend's big-eared bat, through modifications (e.g., bridge barrier replacement) of existing infrastructure and impacts to desert riparian and riverine habitat within the alluvial floodplain. Pallid and Townsend's big eared bat may use crevices, expansion joints, or hollow cavities in bridges and culverts as day roosts and/or the open spaces between bridge beams or girders for night roosting. CDFW is concerned bridge and culvert construction, or replacement could be a risk to these species because there are relatively few roosts in California.

The EA does not consider suitable roosting or foraging habitat for bats in its impact analysis. CDFW recommends a qualified bat biologist perform pre-construction bat surveys prior to construction within suitable habitat to avoid impacts to bats. If evidence of bat occupation is identified during surveys, the qualified bat biologist should provide additional measures to avoid impacts to roosting bats which should include replacing existing bat roosts with new roosting habitat in conjunction with monitoring of the replacement roost. If a maternity colony is identified, CDFW recommends postponement of Project activities to outside of the bat maternity season.

Desert Kit Fox and American Badger

C-4

The EA does not recognize the possibility of desert kit fox or American badger being present within the Project area and potentially being impacted by the Project activities. Desert kit foxes are uncommon to rare, permanent residents of arid regions of southern California (Grinnell et al. 1937, Wilson and Ruff 1999). They live in annual grasslands or grassy open stages of vegetation dominated by scattered brush, shrubs, and scrub. Desert kit foxes play important roles in their respective ecosystems as "architects of

Response to C-3:
Caltrans appreciates CDFW comments concerning special-status bats. The proposed project does not include culvert or bridge work. Further, the project limits consist of two segments: 1) from post mile (PM) 0.0 to 3.0, and 2) PM 10.0 to PM 29.0. No bridges occur within these limits of work.

Since the project does not involve culvert or bridge work, the project would not directly impact potential bat habitat, which may comprise of culverts, crevices, expansion joints, or hollow cavities within bridges or culverts, beams, girders, etc.

Further, the project would not directly impact areas outside the existing shoulder. The scope is limited to roadway resurfacing, shoulder backing within existing maintained shoulder, flashing beacon, and pedestrian crossing striping. Therefore, the project would not impact bat habitat, and bat habitat does not occur within the limits of work.

Caltrans will include an avoidance and minimization measure for a qualified bat biologist to perform a pre-construction bat survey for suitable habitat and bat occupation within the project limits. Further, the avoidance measure shall specify if evidence of bat occupation is identified during surveys, the qualified bat biologist will provide additional measures to avoid impacts to roosting bats which should include replacing existing bat roosts with new roosting habitat in conjunction with monitoring of the replacement roost. Additionally, the avoidance measure shall specify if a maternity colony is identified, Caltrans will postpone project activities to outside of the bat maternity season.

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subterranean burrows", which in turn provide cover for many other species (Thacker and Flinders 1999). They are vulnerable to many human activities such as hunting, use of rodenticides and other poisons, off-road vehicles, and trapping.

American badgers are widely distributed throughout California, but they are comparatively uncommon or absent from some areas where they historically occurred. They are most abundant in drier open stages of most shrub, forest, and herbaceous habitats with friable soils. American badgers are highly specialized fossorial mustelids that help control small mammal populations. They are somewhat tolerant of human activities, however, predator control using indiscriminate trapping and persistent poisons causes extensive loses. Due to their similar life history, desert kit fox and American badger are frequently surveyed together.

C-4

Desert kit fox is addressed in Title 14 of the California Code of Regulations. California Code of Regulations, Title 14, section 460 states that "Fisher, marten, river otter, desert kit fox and red fox may not be taken at any time". Desert kit fox and American badger are fur-bearing mammals and are protected under FGC section 4000 et seq. CDFW recommends the following actions be taken to avoid impacts to desert kit fox and/or American badger:

A qualified biologist should visually survey the Project area prior to construction to identify any feature/habitats suitable to support American badger and desert kit fox (i.e., burrows, dens). Where an identifiable feature is present, the qualified biologist should mark the potentially occupied feature for avoidance. If avoidance is infeasible, the qualified biologist should determine whether the burrow or den is inactive or active. If the burrow or den is inactive, the qualified biologist should excavate the burrow or den by hand and backfill to prevent reuse by American badger or desert kit fox. If American badger or desert kit fox is present, Caltrans should coordinate with CDFW on avoidance and mitigation measures.

Mojave Desert Tortoise

The EA recognizes the potential presence of Mojave desert tortoise and incorporated biological (BIO) mitigation measures (MM) MM Bio-General-1, MM Bio-General-7, MM Bio-General-8, MM Bio-General-12 to avoid and minimize impacts to the species which include: biologist approval for staging and storing (MM Bio-General-1), worker's environmental awareness training (MM Bio-General-7), biological monitors to implement measures (MM Bio-General-8), and prevention of animal entrapment (MM Bio-General-12). However, the mitigation measures do not include preconstruction surveys, exclusionary fencing, reporting of dead or injured species, such as Mojave desert tortoise, or a cease work order if Mojave desert tortoise is encountered. Nonetheless, the EA states, that Mojave desert tortoise has minimal potential or probability to occur within the Project limits because "the project impact area does not feature physical or biological features or suitable habitat for burrowing, foraging, or sheltering; nor does the PIA does not contain water features or vegetation to support foraging or burrowing", yet

Response to C-4:
Caltrans appreciates CDFW comments regarding desert kit fox and American badger. In response to CDFW input, Caltrans amends its evaluation to include analysis of these species. Further, consistent with CDFW recommendations, Caltrans will include avoidance and minimization measures to include pre-construction visual surveys of the project area for features or habitat which support American badger or desert kit fox, such as burrows or dens. The biologist will identify features within the project area for avoidance, and determine whether a burrow or den is active or inactive. If the burrow or den is inactive, the qualified biologist will excavate the burrow or den by hand and backfill to prevent reuse by either species. If American badger or kit fox is present, Caltrans will coordinate with CDFW on additional avoidance and minimization measures.

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it was determined the Project May Affect and is Likely to Adversely Affect federally threatened desert tortoise pursuant to the Federal Endangered Species Act.

CDFW is not clear on what basis the EA determines that the Project does not contain physical or biological features or suitable habitat for Mojave desert tortoise, but it is likely to be affected, absent a habitat assessment and focused presence/absence surveys. CDFW is concerned with impacts to potential desert tortoise habitat considering that the EA on Appendix A depicts limits of grading as 26 feet from centerline, which is not only a much larger footprint than is written in the Project description but is likely to encroach onto habitat for Mojave desert tortoise. Based on the California Natural Diversity Database (CNDDB), CDFW is aware of Mojave desert tortoise occurrence within a few miles from the I-15 where the Project begins and along the SR-127 where the Project continues (CNDDB 2024).

Mojave desert tortoise is federally, and state threatened, and a state candidate endangered species. Desert tortoises have inhabited the region of the southwestern United States for an estimated 15 to 20 million years, but the Mojave desert tortoise population has declined significantly since the early 1980's due to human activity in the desert, predation by ravens, and Upper Respiratory Tract Disease. The population of Mojave desert tortoise has declined more acutely in the past several decades. Because the diet of Mojave desert tortoise consists primarily of desert wildflowers, grasses, and cacti, they are important indicators of desert health.

C-5

CDFW recommends that pre-construction surveys for Mojave desert tortoise be conducted prior to construction in accordance with the USFWS 2019 Mojave desert tortoise survey methodology to avoid direct and indirect impacts to Mojave desert tortoise (USFWS 2019). If Mojave desert tortoise is found present, individuals should be fully avoided. If full avoidance is infeasible, CDFW recommends Caltrans obtains an CESA Incidental Take Permit (ITP) and mitigates impacts to Mojave desert tortoise through the purchase of credits from a mitigation/conservation bank, and/or land acquisition and perpetual management and conservation thereof.

Nesting Birds

The EA includes the following mitigation measures to avoid impacts to birds:

- MM Bio General-1: Equipment Staging and Storing Approvals
- MM Bio General-2: Temporary Artificial Lighting Restrictions
- MM Bio General-7: Worker Environmental Awareness Program
- MM Bio General-8: Biological Monitor

CDFW is concerned that mitigation measures for birds in the EA are not appropriate to avoid and minimize impacts to birds, as they neglect common avoidance and minimization measures, such as pre-construction nesting bird surveys, monitoring, and avoidance buffers. Birds are essential pollinators and seed dispersers, especially of

Response to C-5:
Caltrans appreciates CDFW comments concerning Mojave desert tortoise, which is dually listed under the federal and California Endangered Species Acts, respectively (FESA, CESA). Caltrans serves as Lead Agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Therefore, pursuant to the Federal Endangered Species Act (FESA), the project conforms to the Desert Tortoise Programmatic Biological Opinion (DTPBO), updated by United States Fish and Wildlife Service (Service), February 17, 2021. Accordingly, the Service issued concurrence with respect to consistency with the DTPBO on August 20, 2024. In order to comply with the DTPBO, the DTPBO does not provide for a No Effect or Not Likely to Adversely Affect determination. Therefore, pursuant to FESA, Caltrans bases its findings of likely to adversely affect in keeping with the DTPBO. Notwithstanding, and pursuant to CESA, Caltrans anticipates No Take of desert tortoise based on literature review, site visit, and the inclusion of avoidance and minimization measures.

Although the project includes a transfer of land from BLM to Caltrans, which may extend approximately 26' from the roadway centerline, the project does not feature any work or construction activities beyond the existing graded and maintained shoulder, which comprises approximately 8 feet of unvegetated, loosely compacted soil, and does not feature components to support burrowing, foraging or hibernation within the maintained shoulder or paved area.

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native plants and serve to control populations of insects and rodents. It is Caltrans's responsibility to comply with all applicable laws related to nesting birds and birds of prey.

C-6

The timing of the nesting bird season varies greatly depending on several factors, such as the bird species, weather conditions in any given year, and long-term climate changes (e.g., drought, warming, etc.). It has been observed that changing climate conditions may result in the nesting bird season occurring earlier and later in the year than historical nesting season dates. In addition, the duration of a pair to build a nest and incubate eggs varies considerably. Birds have been documented nesting outside of the nesting bird period generally identified (i.e., February 15 to September 30). For example, raptors may nest as early as January and hummingbirds may nest year-round. Given this, CDFW recommends the completion of pre-construction nesting bird surveys regardless of time of year to avoid Project impacts on nesting birds. CDFW recommends pre-constructions nesting bird surveys be completed no more than three (3) days prior to vegetation clearing or ground disturbance activities for all bird species with the potential to occur on the Project site.

Burrowing Owl

The Project site has the potential to provide suitable foraging and/or nesting habitat for Western Burrowing Owl (*Athene cunicularia hypugaea*). On October 10, 2024, the California Fish and Game Commission accepted a petition to list Western Burrowing Owl as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. As a candidate species, Western Burrowing Owl is granted full protection of a threatened species under CESA. Take of any endangered, threatened, or candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

CDFW recommends that Caltrans consults the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012); available for download from CDFW's website: https://www.wildlife.ca.gov/conservation/survey-protocols. The Staff Report on Burrowing Owl Mitigation, specifies three steps for Project impact evaluations:

1. A habitat assessment;

2. Surveys; and

3. An impact assessment

Response to C-5 (continued):
Therefore, since ground disturbance would remain only within the existing shoulder and roadway, the proposed transfer of land would not result in additional work or ground disturbance to Mojave desert tortoise habitat.

Consistent with CDFW comments, Caltrans amends the technical study to further clarify a lack of impacts to habitat or to areas beyond the bladed, maintained shoulder. Consistent with CDFW recommendations, Caltrans will include pre-construction clearance survey for Mojave desert tortoise in accordance with the USFWS 2019 Mojave desert tortoise survey methodology. Additionally, consistent with CDFW recommendations,

Caltrans amends the avoidance measures to cease work if a Mojave desert tortoise is encountered during construction, and likewise, to notify CDFW and the Service, respectively, within 24 hours. A full-time biological monitor will be present during ground-disturbing activities. Parking will be isolated to previously disturbed shoulders if required. Based on these, and avoidance and minimization measures contained within the project Natural Environment Study /Minimal Impacts (NESMI), Caltrans anticipates No Take of Mojave desert tortoise, pursuant to CESA. Accordingly, with respect to Mojave desert tortoise, potential impacts from the project would be minimal.

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As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls, and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed project activity.

Within the 2012 Staff Report, the minimum habitat replacement recommendation was purposely excluded as it was shown to serve as a default, replacing any site-specific analysis and discounting the wide variation in natal area, home range, foraging area, and other factors influencing burrowing owls and burrowing owl population persistence in a particular area. It hypothesized that mitigation for permanent impacts to nesting, occupied, and satellite burrows and burrowing owl habitat should be on, adjacent or proximate to the impact site where possible and where habitat is sufficient to support burrowing owls present. If mitigation occurs offsite, it should include (a) permanent conservation of similar vegetation communities (grassland, scrublands, desert, urban, and agriculture) to provide for burrowing owl nesting, foraging, wintering, and dispersal (i.e., during breeding and non-breeding seasons) comparable to or better than that of the impact area, and (b) be sufficiently large acreage with the presence of fossorial mammals. Furthermore, the report noted that suitable mitigation lands should be based on a comparison of the habitat attributes of the impacted and conserved lands, including but not limited to: type and structure of habitat being impacted or conserved; density of burrowing owls in impacted and conserved habitat; and significance of impacted or conserved habitat to the species range-wide.

Stream Resources

The Project does not account for any temporary or permanent impacts to the alluvial floodplain resulting from additional shoulder backing or grading activities. The Project indicates the existing facility consists of a 12' lane and 1' shoulder and the Project description indicates the placement of 3' shoulder backing. Furthermore, Project plans in Appendix A depict grading 26' from centerline, which would indicate an additional 13' of impacts from the existing conditions. Based on the Project limits and scope of work, this could equate up to approximately 50 acres of impacts.

The EA only analyzed wetlands and waters subject to regulation by the U.S. Army Corps of Engineers and the Regional Water Quality Control Board and did not consider CDFW's regulatory authority over rivers, streams, and lakes (Fish and Game Code § 1602). The EA based the analysis on the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey Geographic Information System and the USFWS National Wetlands Inventory (NWI) Wetlands

Response to C-6:
Caltrans appreciates CDFW comments regarding nesting birds. Caltrans will include the avoidance and minimization measures, as contained in the project NESMI. A biological monitor will be present daily and will survey for nesting birds in areas with potential nesting habitat. If an active nest is discovered in the project impact area during construction, Caltrans will immediately cease construction and implement a minimum 50-foot avoidance buffer, or greater, as determined by the contractor supplied biologist. The CSB shall monitor the nest until the nest is no longer active or the young have fledged. With inclusion of these avoidance measures, Caltrans would avoid impacts to migratory and nesting birds.

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Mapper, cross referencing hydric soils and potential water features. Furthermore, the EA concluded that the Project does not have hydric soils nor defined bed, bank, or channels. CDFW agrees that these databases are a useful tool for desktop analyses; however, they should not take the place of a field visit for verification and delineation. This is particularly important, because alluvial flood waters can alter riverine features leading to seasonal changes.

The EA proposes to avoid and minimize impacts to stream resources through best management practices which Caltrans anticipates to include in a Water Pollution Control Plan, and no measures are included in the EA to avoid, minimize, and mitigate impacts to rivers, lakes, or streams.

C-7 CDFW is concerned with potential impacts to Fish and Game Code section 1602 resources. The ecosystems within the Silurian and Death Valley are unique due to their sensitive species composition and natural processes (e.g., ephemeral, alluvia depositing, scouring). Stream resources within the Project area support important populations of special-status species, such as Mojave fringe-toed lizard, coast horned lizard, Amargosa pupfish, and Amargosa speckled dace. As such, Caltrans should notify CDFW pursuant to Fish and Game Code section 1602, obtain a Lake and Streambed Alteration Agreement, and avoid, minimize, and mitigate for impacts to any stream, river, or lake and their associated habitat.

Invasive Species

C-8 The EA does not adequately analyze the potential introduction or spread of invasive species that may result from the Project. The EA states that the Project limit "consists of the paved travelled way and previously disturbed and maintained areas with compacted or barren soils or areas dominated by nonnative ruderal species" and for this reason "No avoidance, minimization, and/or mitigation measures [are] required."

Since the Project is approximately 30 miles in length with grading limits up to 26' from centerline, and includes installation of 3' shoulder backing, CDFW recommends the inclusion of appropriate avoidance and minimization measures to avoid proliferation and introduction of invasive species, including restoring site topography to pre-construction contours, surveying for invasive weeds prior to construction, performing weekly inspections and weed removal/control, and monitoring invasive plant species after construction within temporary disturbed areas and operational areas.

Habitat Restoration

Scrub/desert wash habitats are slow to recover following disturbance and restoration is difficult. For this reason, impacts to desert habitat is often considered permanent, necessitating permanent mitigation (see Mitigation section below).

Response to C-7:
Caltrans appreciates CDFW comments regarding streambed resources. Based on CDFW comments, Caltrans revises its analysis to further clarify avoidance of stream resources. Under the proposed scope, no shoulder backing will occur within 150 feet of stream crossings. Moreover, a 1602 Lake And Streambed Alteration Agreement (LSA) is not required for work within the paved roadway. By avoiding shoulder backing and ground disturbing activities within 150 feet in either direction of streams and ephemeral crossings, the project would avoid impacts within Waters of the State. Further, as noted, Caltrans will implement Best Management Practices (BMPs) during construction. Therefore, based on avoidance of work within Waters of the State, the project would not require a 1602 LSA permit.

Response to C-8:
Caltrans appreciates CDFW comments regarding invasive plant species. The proposed transfer of land would not result in additional ground disturbing activities, such as grading or maintenance, outside the existing shoulder, which is approximately 8 feet in width. Shoulder backing would remain confined to within the 8-foot shoulder, and Caltrans will contour the shoulder to match pre-construction conditions. The existing shoulders are maintained and relatively free of vegetation, and work would not extend into the surrounding terrain beyond the shoulders. Further, Caltrans will comply with Executive Order 13112 prohibiting the spread or introduction of invasive species. Caltrans will implement Best Management Practices, which includes washing of equipment before arrival on site to prevent introduction of invasive plant seeds.

With implementation of these measures, Caltrans would comply with E.O. 13112, and avoid spread of invasive species.

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C-9

Restoration is not proposed for the Project. CDFW recommends restoration of habitat when feasible and offers the following guidance for restoration. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Plans should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a local seed and cuttings planting schedule; (d) a description of the irrigation methodology; (e) measures to control exotic vegetation on site; (f) specific success criteria; (g) a detailed monitoring program; (h) contingency measures should the success criteria not be met; and (i) identification of the party responsible for meeting the success criteria. Monitoring of restoration areas should extend across a sufficient time frame (i.e., 5 years or until success criteria are met) to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes, with the appropriate permits (e.g., CESA ITP). Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate. Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

Moving Out of Harm's Way

C-10

To avoid impact to any non-listed special-status terrestrial wildlife species, CDFW recommends that a qualified biologist inspects the Project area for non-listed special-status terrestrial wildlife species present prior to any Project activities. Any individuals found should not be harassed and should be allowed to leave the Project area unharmed. If needed, a qualified biologist may guide, handle, or capture an individual non-listed wildlife species to move it to a nearby safe location within nearby refugium, or it shall be allowed to leave the Project site of its own volition. Capture methods may include hand, dip net, lizard lasso, snake tongs, and snake hook. If the wildlife species is discovered or is caught in any pits, ditches, or other types of excavations, a qualified biologist shall release it into the most suitable habitat nearby the site of capture. For any species listed under CESA, Caltrans should obtain a CESA ITP to move species out of harm's way.

Noise

Project construction is likely to result in a substantial amount of noise. This may adversely affect wildlife species within the Project area in several ways as wildlife

Response to C-9:
Caltrans appreciates CDFW comments regarding habitat restoration. Based on the scope of work, ground disturbing activities would remain within the paved roadway and existing maintained shoulders, approximately 8 feet in width. The current shoulder do not include vegetation, and vegetation removal is not anticipated for this project. Therefore, ground disturbing activities would remain confined to previously disturbed area, and would not impact areas of undisturbed habitat. Caltrans will restore the shoulder contour to pre-construction conditions. Further, no additional ground disturbance or work is involved in connection with the proposed transfer of land. Work would remain within the existing shoulder and roadway. Thus, Caltrans does not anticipate temporary or permanent impacts to habitat. Accordingly, Caltrans does not propose habitat impacts or commensurate habitat restoration for this project.

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responses to noise can occur at exposure levels of only 55 to 60 decibels (Barber et al. 2009). (For reference, normal conversation is approximately 60 decibels, and natural ambient noise levels [e.g., forest habitat] are generally measured at less than 50 decibels.). Anthropogenic noise can disrupt the communication of many wildlife species including frogs, birds, and bats (Sun and Narins 2005, Patricelli and Blickley 2006, Gillam and McCracken 2007, Slabbekoorn and Ripmeester 2008). Noise can also affect predator-prey relationships as many nocturnal animals such as bats and owls primarily use auditory cues (i.e., hearing) to hunt. Additionally, many prey species increase their vigilance behavior when exposed to noise because they need to rely more on visual detection of predators when auditory cues may be masked by noise (Rabin et al. 2006, Quinn et al. 2017). Noise has also been shown to reduce the density of nesting birds (Francis et al. 2009) and cause increased stress that results in decreased immune responses (Kight and Swaddle 2011).

C-11

Caltrans will reduce noise from Project construction and adhere to the noise control measures within the Caltrans Standard Special Provisions and comply with local noise regulations (MM NOI-1), and employ noise suppression devices such as mufflers and enclosures for generators (MM NOI-2). Land uses that are considered sensitive to noise impacts are referred to as "sensitive receptors". Noise sensitive receptors consist of, but are not limited to, schools, residences, libraries, hospitals, and other care facilities. MM NOI-1 address noise to sensitive receptors. However, Project construction will be adjacent to large areas of vacant land, and a few sensitive receptors, thus mitigation for impacts to wildlife from noise is dependent on MM NOI-2. While MM NOI-2 includes noise suppression devices such as mufflers or enclosures for generators, which CDFW typically recommends, CDFW suggests that to further reduce impacts to wildlife from noise, construction be restricted to hours least likely to disrupt wildlife (e.g., not at night or in the early morning).

Lighting

CDFW appreciates the inclusion of MM-Bio-General-2, subsection "Temporary Artificial Lighting Restrictions", to minimize the effects of artificial lighting during construction. Artificial lighting often results in light pollution, which has the potential to significantly and adversely affect fish and wildlife. Night lighting can disrupt the circadian rhythms of many wildlife species. Many species use photoperiod cues for communication (e.g., birdsong; Miller 2006), determining when to begin foraging (Stone et al. 2009), behavioral thermoregulation (Beiswenger 1977), and migration (Longcore and Rich 2004). Phototaxis, a phenomenon that results in attraction and movement toward light, can disorient, entrap, and temporarily blind wildlife species that experience it (Longcore and Rich 2004). Effects of artificial lighting are particularly impactful to bat and small mammal species.

CDFW is concerned that the impacts from artificial lighting during construction are not adequately addressed in the EA. CDFW recommends the following actions be taken to minimize Project impacts from lighting on wildlife species during construction:

Response to C-10:
Caltrans appreciates CDFW comments regarding non-listed special-status terrestrial species. Based on CDFW recommendations, Caltrans amends the project avoidance and minimization measures to include a qualified biologist to inspect the project area for non-listed special status terrestrial wildlife species. In keeping with CDFW recommendations, any individuals found shall not be harassed and will be allowed to leave the Project area unharmed. If needed, a qualified biologist may guide, handle, or capture an individual non-listed wildlife species to move it to a nearby safe location within nearby refugium, or it shall be allowed to leave the Project site of its own volition. Capture methods may include hand, dip net, lizard lasso, snake tongs, and snake hook. If the wildlife species is discovered or is caught in any pits, ditches, or other types of excavations, a qualified biologist shall release it into the most suitable habitat nearby the site of capture. For any species listed under CESA, Caltrans will obtain a CESA ITP to move species out of harm's way.

With inclusion of the above measure, the project would be minimal with respect to non-listed special status wildlife.

Response to C-11:
Caltrans appreciates CDFW comments regarding noise impacts. As noted, Caltrans will implement avoidance measures NOI-1 and NOI-2. Where feasible, Caltrans will restrict use of noise-generating equipment to hours least likely to disrupt wildlife (e.g., not at night or early in the morning.) Based on the inclusion of NOI-1 and NOI-2, and by restricting noise generation at night and early morning, potential noise impacts with respect to wildlife would be minimal.

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1. Construction should be restricted to hours least likely to disrupt wildlife (e.g., not at night or in the early morning).
2. If construction at night or in the early morning is unavoidable, a qualified biologist should monitor the adjacent habitats during construction and implement shielding techniques such as the use of fence slats, netting, mesh, or tarps.

C-12

Further, CDFW recommends the following to minimize Project impacts from lighting on wildlife species after construction for proposed permanent lighting along new sidewalks and bike lanes:

1. All lighting shall be designed and installed to prevent light spillover into adjacent habitat.
2. Caltrans should not install lighting (e.g., street lighting, sports lighting, trail lighting, pedestrian lighting, cyclist lighting, etc.) that produces illuminance (lux) outside of the Project area, onto adjacent habitat.
3. Caltrans should ensure any new lighting installations use wildlife friendly lighting (e.g., amber LEDs or low-pressure sodium, correlated color temperature of 3,000 Kelvins or less) and incorporates shielding so that lighting can be directed onto the Project site and away from the adjacent habitat. Proposed lighting may incorporate newer technologies associated with lower brightness levels, user activation (motion sensing), and/or designated hours of operation.
4. Wildlife friendly lighting (e.g., amber LEDs, low-pressure sodium bulbs, solar powered pavement markers, and/or other technology that diminishes blue-light emissions) should be considered to additionally reduce impacts to wildlife in adjacent natural areas.

Mitigation

CDFW considers Project-related impacts to sensitive species and habitats to be adverse and significant to both local and regional ecosystems, and the Project should appropriately offset project-induced qualitative and quantitative losses of biological values.

The EA did not analyze Project impacts to biological resources adequately and thus the proposed measures may be insufficient to offset the impacts. CDFW recommends that the Project reconsiders its mitigation strategy and implements mitigation that is roughly proportional to the level of impacts once a proper assessment (i.e., focused surveys) of biological resources has been conducted. Considering that restoration of slow recovering habitat within the Project is infeasible and impacts may occur to several special-status species identified above, mitigation should include purchase of mitigation bank credits and/or offsite land acquisition and perpetual conservation and management thereof. When considering mitigation, it is important that the land conserved for mitigation has the same or better resource value than the resource value

Response to C-12:
Caltrans appreciates CDFW comments regarding lighting. Where feasible, Caltrans will restrict construction hours outside of nighttime or early morning hours. If construction at night or in the early morning is unavoidable, a qualified biologist will monitor adjacent habitats during construction and implement shielding techniques such as the use of fence slats, netting, mesh, or tarps. Therefore, potential impacts from artificial light during construction would remain less than significant. Additional street lighting is not proposed for this project. Therefore, permanent impacts with to wildlife with respect to artificial lighting would be minimal.

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being impacted. Mitigation lands should be enhanced and managed in perpetuity to mitigate for the impact and loss of habitat. Mitigation lands should meet species requirements for some or all of the species requiring mitigation, the mitigation may be co-located on a single property (i.e., separate mitigation parcels for each requirement may not be necessary).

Conclusion

C-13

CDFW appreciates the opportunity to comment on the SBD-127 Pavement Rehabilitation Project and hopes our comments will assist Caltrans in identifying, avoiding, minimizing, and mitigating Project impacts on fish and wildlife resources. CDFW hopes Caltrans will involve CDFW in the Project to evaluate impacts to state resources, review surveys, and comment on plans alongside USFWS. CDFW recommends the preparation of an IS to assess the Project impacts identified above that were not appropriately assessed.

If you should have any questions pertaining to the comments provided in this letter, please contact Alisha Curtis, Senior Environmental Scientist Specialist at Alisha.Curtis@wildlife.ca.gov and Cindy Castaneda, Senior Environmental Scientist Supervisor at Cindy.Castaneda@wildlife.ca.gov.

Sincerely,

Brandy Wood
Environmental Program Manager

ec: Karin Cleary-Rose
U.S. Fish and Wildlife Service
Karin_Cleary-Rose@fws.gov

John Taylor
U.S. Fish and Wildlife Service
John_M_Taylor@fws.gov

Response to C-13:
Caltrans as the Lead agency under CEQA has determined that the project qualifies for a Categorical Exemption under PRC 21084, 14 CCR, 15301, Class 1(c). The Notice of Exemption (NOE) was submitted to the State Clearinghouse on October 4, 2024. Caltrans has not received any objections or legal challenge within the 35-day statute of limitations period on its NOE for the proposed project. Therefore, an IS or EIR is not warranted.

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Docusign Envelope ID: C8663626-996D-4183-9669-9451DF89E2C6

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Chapter 4 List of Preparers

This chapter lists the Caltrans staff who were primarily responsible for the preparation and/or review of this document and/or supporting technical studies for this project.

- Diana DeGroot – Associate Environmental Planner
- Kourtney Graves – Acting Senior Environmental Planner
- Malisa Lieng – Senior Environmental Planner
- Gita Tokhmafshan – Senior Environmental Planner
- Steven Holm – PQS Principal Investigator, Historical Archaeology
- Michael Grimes – Associate Environmental Planner/Biology
- Rodrigo Pangiban – Air Quality/Noise Engineer
- Christian Duran – Hazardous Waste Engineer
- Bahram Karimi – Associate Environmental Planner/Paleontology
- Tariq Jouzi – Transportation Engineer/Storm Water Quality
- Michael Huynh – Transportation Engineer/Hydraulics
- Timothy Curran – Landscape Associate/Visual Specialist

Chapter 5 Distribution List

A mailed copy of this Environmental Assessment and/or a Notice of Availability was distributed to the following federal, state, regional and local agencies, and elected officials, as well as interested groups, organizations, and utilities and service providers.

5.1 Agencies and Elected Officials

Dept. of Interior/BLM California Desert District Office 22835 Calle San Juan De Los Lagos Moreno Valley, CA 92553	Dept. of Interior/BLM Needles Field Office Ron Nuckles, Field Manager 1303 South U.S. Hwy 95 Needles, CA 92363
National Park Service, Death Valley National Park P.O. Box 579 Death Valley, CA 92328	Dept. of Interior/BLM Barstow Field Office 2601 Barstow Road Barstow, CA 92311
Baker Community Services District Renee Jacobson, President 72730 Baker Boulevard, P.O. Box 590 Baker, CA 92309	San Bernardino County Fire Department Station 53 72734 Baker Boulevard Baker, CA 92309
San Bernardino County Transportation Authority Tim Watkins, Chief of Legislative and Public Affairs 1170 W. 3rd St., 2nd Floor San Bernardino, CA 92410	Federal Highway Administration Antonio Johnson, Director of Planning and Environment 888 S Figueroa St., Ste. 440 Los Angeles, CA 90017
State Historic Preservation Office Julianne Polanco, State Historic Preservation Officer 1725 23rd Street, Suite 100 Sacramento, CA 95816	Hon. Jay Obernolte, Congressman 9700 Seventh Ave, Suite 201 Hesperia, CA 92345
Laphonza Butler, U.S. Senator 11111 Santa Monica Blvd., Suite 915 Los Angeles, CA 90025	Alex Padilla, U.S. Senator 255 E. Temple St., Suite 1860 Los Angeles, CA 90012
Hon. Shannon Grove, Senator California Senate, District 1 7211 Joshua Lane, Suite 8 Yucca Valley, CA 92284	Hon. Tom Lackey, Assembly Member US Representative, District 34 14955 Dale Evans Pkwy Apple Valley, CA 92307
Col. Paul Cook, Supervisor District 1, San Bernardino County Board of Supervisors Apple Valley Town Hall 14955 Dale Evans Pkwy., Apple Valley, CA 92307	Environmental Protection Agency, Region 9 600 Wilshire Blvd., Suite 940 Los Angeles, CA 90017
Baker Unified School District Milan Stijepovic, Superintendent 72100 School House Lane Baker, CA 92309	County of San Bernardino Luther Snoke, Chief Executive Officer 385 North Arrowhead Avenue, San Bernardino, CA 92415-0120
San Bernardino County Sheriff Department Ron Markegard, Captain 225 East Mt. View Barstow, CA 92392	California Highway Patrol, Barstow Office Chuck Wagner, Commander 300 East Mountain View Street Barstow, CA 92311
Southern California Edison 30553 Rimrock Rd Barstow, CA 92311	Kern River Gas Transmission Co 19000 Perimeter Rd Victorville, CA 92394
John M. Taylor US Fish and Wildlife Service 777 East Tahquitz Canyon Way, Suite 208 Palm Springs, CA 92262	California Transportation Commission Commission Chair 1120 N Street Room 2221 Sacramento, CA 95814
State Water Resources Control Board 1001 I Street Sacramento, CA 95814	California Department of Conservation 888 Figueroa Street, #475 Los Angeles, CA 90017
Verizon 411 Montara Rd Ste 100 Barstow, CA 92311	AT&T 411 Montara Rd Suite 108 Barstow, CA 92311

5.2 Interested Groups, Organizations and Individuals

Baker Area Chamber of Commerce 72730 Baker Blvd. Baker, CA 92309	Baker Airport 56500 Highway 127 Baker, CA 92309
California Desert Land Conservancy 60124 29 Palms Hwy Joshua Tree, CA 92252	DABOUR, LARRY PO BOX 250 BAKER, CA 92309- 0250
SAN BERNARDINO CO FLOOD CONTROL DIST 825 E 3RD ST SAN BERNARDINO, CA 92415-0845	ANDERSON, JAMES STEPHEN 2524 EUCLID HEIGHTS BLVD CLEVELAND HEIGHTS, OH 44106-2726
DABOUR, LARRY L 72 SCHOOL HOUSE LN BAKER, CA 92309-	JENKINS, JESSIE RAY PO BOX 386 BAKER, CA 92309-0386
MACIAS-LOPEZ, TEOFILO F PO BOX 485 BAKER, CA 92309-0485	PRICE, ANN L PO BOX 69 BAKER, CA 92309-0069
CLARK LOIS-EST, OF PO BOX 69 BAKER, CA 92309-0069	CLARK, GARY RALPH PO BOX 69 BAKER, CA 92309-0069
ROMAN CATHOLIC BISHOP & SAN BERNARDINO 1201 E HIGHLAND AVE SAN BERNARDINO, CA 92404-4607	ROMO, RODIMIRO PO BOX 212 BAKER, CA 92309-0212
BAKER VALLEY UNIFIED SCHOOL DISTRICT 72100 SCHOOLHOUSE LN BAKER, CA 92309-8900	NOT AVAILABLE FROM THE COUNTY PO BOX 460 BAKER, CA 92309-0460
BURNETTE, MARY A PO BOX 114 BAKER, CA 92309-0114	SBC TOWER HOLDINGS LLC 1010 PINE 9E-L-01 SAINT LOUIS, MO 63101
SPECTRASITE COMMUNICATIONS INC PO BOX 723597 ATLANTA, GA 31139-0597	AUJLA, GURVINDER SINGH 1600 E FOOTHILL BLVD IRWINDALE, CA 91702
MC KEN, PATRICIA V 1428 SWANBROOKE DR LAS VEGAS, NV 89144-1646	State Lands Commission Nicole Dobroski, Chief 100 Howe Avenue, Suite 100 South Sacramento, CA 95825

Appendix A Project Layout Plans

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

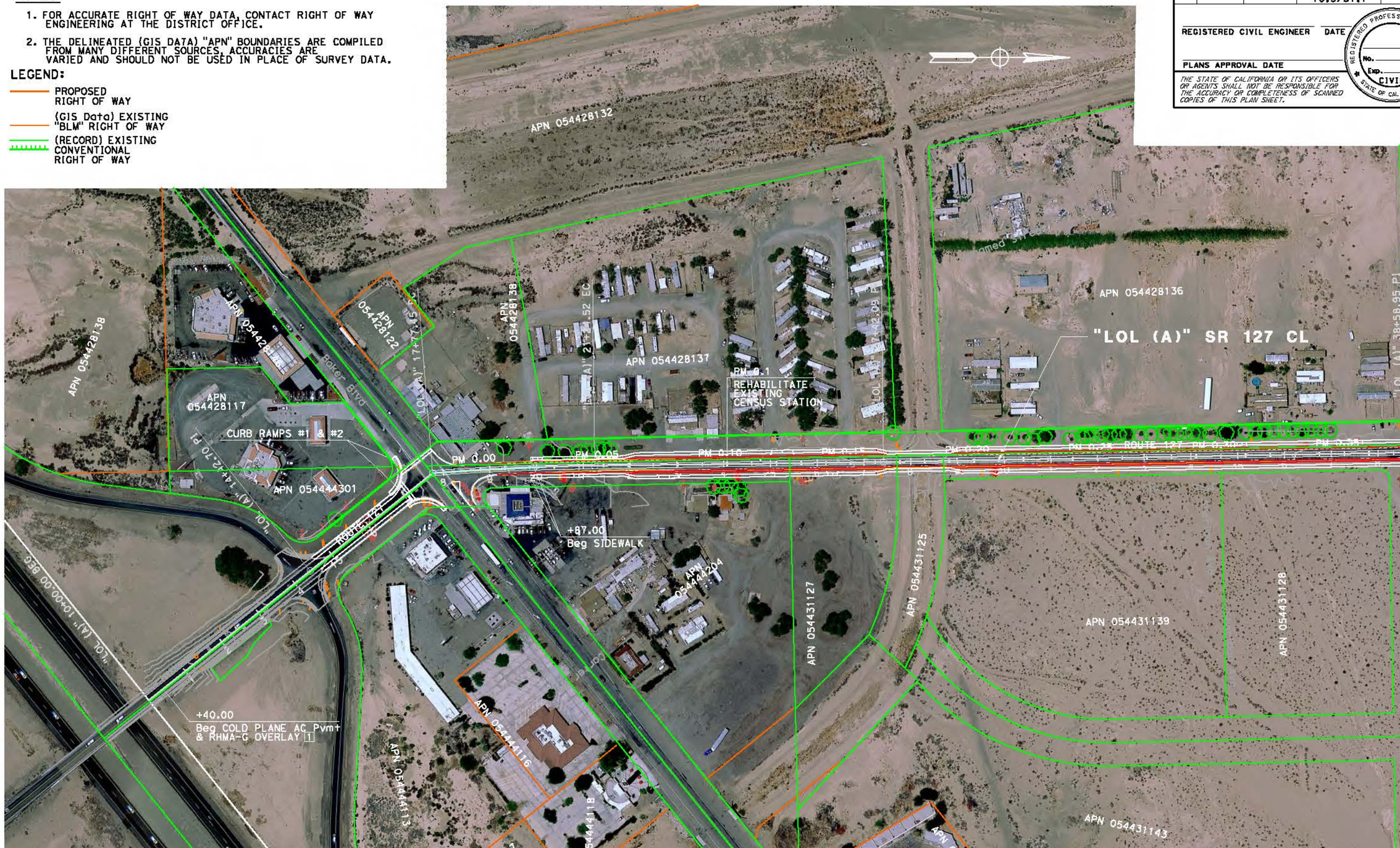
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. THE DELINEATED (GIS DATA) "APN" BOUNDARIES ARE COMPILED FROM MANY DIFFERENT SOURCES, ACCURACIES ARE VARIED AND SHOULD NOT BE USED IN PLACE OF SURVEY DATA.

LEGEND:

- PROPOSED RIGHT OF WAY
- (GIS Data) EXISTING "BLM" RIGHT OF WAY
- (RECORD) EXISTING CONVENTIONAL RIGHT OF WAY



LAYOUT

SCALE 1"=100'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 1:48:36 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

NOTES: CURRENT DESIGN GEOGRAPHIC COORDINATE SYSTEM = NSR2007, CA-VF

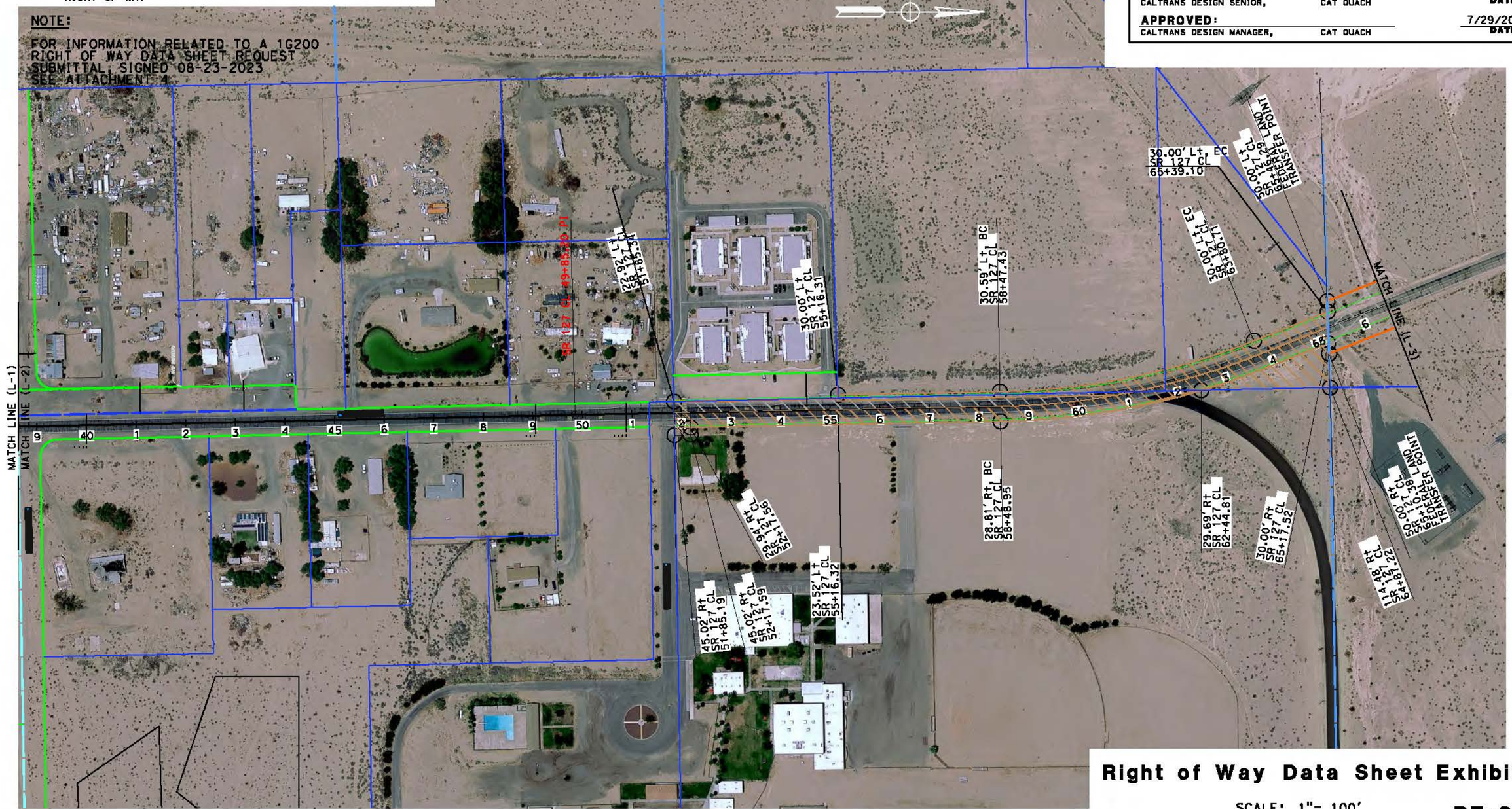
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. THE DELINEATED (GIS DATA) "APN" BOUNDARIES ARE COMPILED FROM MANY DIFFERENT SOURCES. ACCURACIES ARE VARIED AND SHOULD NOT BE USED IN PLACE OF SURVEY DATA.

LEGEND:

- PROPOSED RIGHT OF WAY
- (GIS Data) EXISTING "BLM" RIGHT OF WAY
- (RECORD) EXISTING CONVENTIONAL RIGHT OF WAY
- RIGHT OF WAY ACQUISITION = FEE (PM 0.64-PM 0.88)
- RIGHT OF WAY ACQUISITION BUREAU OF LAND MANAGEMENT (BLM) (PM 0.88-PM 3.00) (PM 10.50-PM 37.70)

NOTE:

FOR INFORMATION RELATED TO A 1G200 RIGHT OF WAY DATA SHEET REQUEST SUBMITTAL, SIGNED 08-23-2023 SEE ATTACHMENT 4



THIS PLAN IS FOR PRELIMINARY USE.

APPROVED FOR RIGHT OF WAY REQUIREMENT ONLY

Right of Way Data Sheet Exhibit

SCALE: 1"= 100'

RE-2

RIGHT OF WAY REQUIREMENT EXHIBIT

1G200	08-SBD-127- 0.0/3.0 10.5/37.7	7/29/2024	1"=100'
EA	DIST-CO-RTE-PM	DATE	SCALE

SR-127 COLD IN PLACE (CIP) RECYCLING — PROJECT DESCRIPTION

2 OF 58 — SHEET

SUBMITTED: CALTRANS PROJECT ENGINEER, PARAMESWARAN ARIRAM — 7/29/2024 DATE

CONCURRED: CALTRANS DESIGN SENIOR, CAT QUACH — 7/29/2024 DATE

APPROVED: CALTRANS DESIGN MANAGER, CAT QUACH — 7/29/2024 DATE

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: DANNY PHENG

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

LAST REVISION — DATE PLOTTED => 8/15/2024 — TIME PLOTTED => 11:14:06 AM — 00-00-00

BORDER LAST REVISED 10/5/2010 | USERNAME => | DGN FILE => ...\DGN\02_RRM_1G200.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2245 | PROJECT NUMBER & PHASE 0816000130

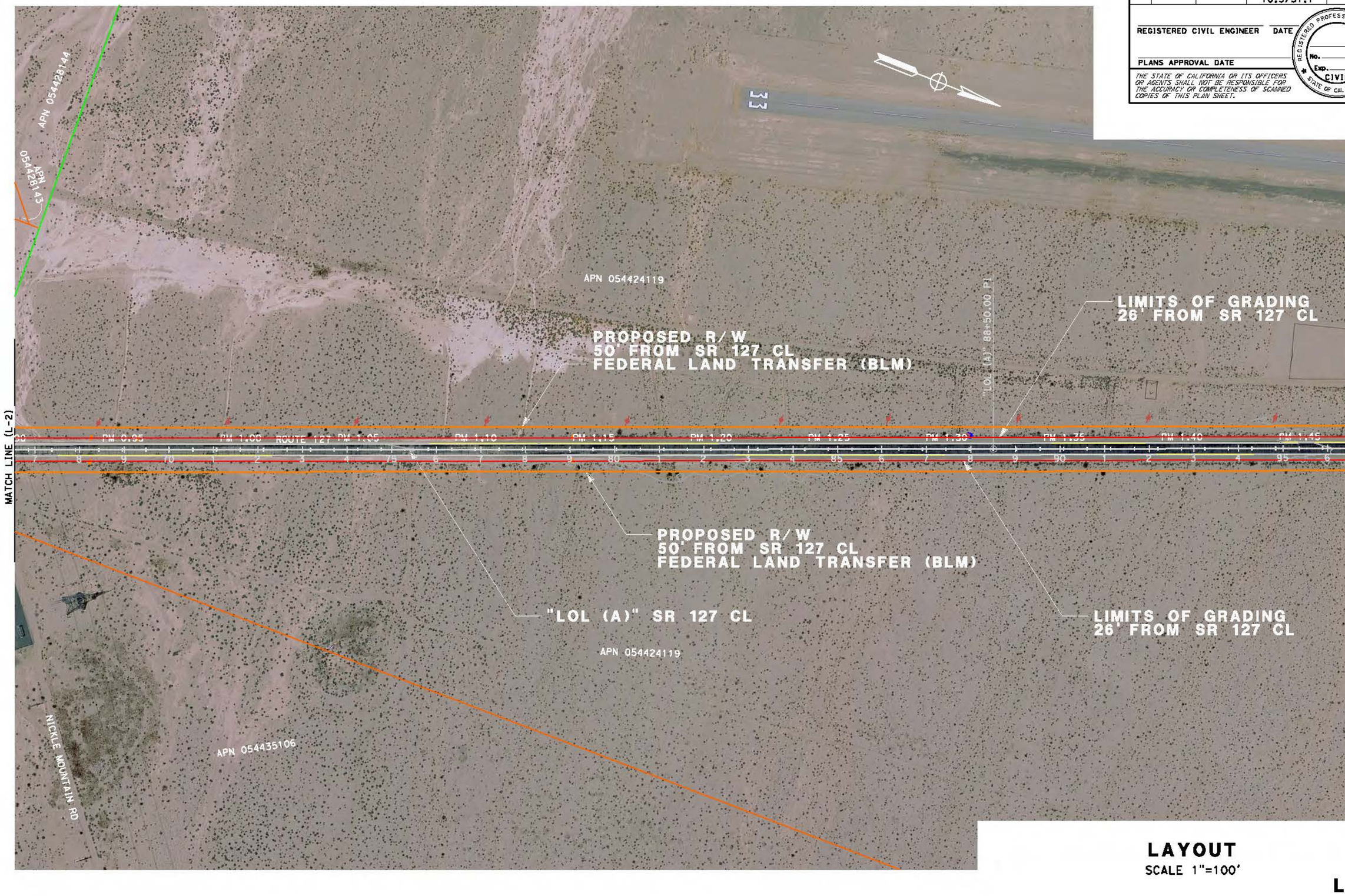
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE 1"=100'

L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 11:33:54 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_03.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054424119

LIMITS OF GRADING
26' FROM SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" 101+98.92 PI

"LOL (A)" 116+43.16 BC

APN 054424115

50.00' Rt "LOL (A)" +22.07
FEDERAL LAND TRANSFER POINT

PM 1.50 PM 1.55 PM 1.60 PM 1.65 PM 1.70 PM 1.75 PM 1.80 ROUTE 127 PM 1.85 PM 1.90 PM 1.95 PM 2.00

MATCH LINE (L-3)

MATCH LINE (L-5)

LIMITS OF GRADING
26' FROM SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

APN 054424119

50.00' Rt "LOL (A)" +93.08
FEDERAL LAND TRANSFER POINT

PM 2.0
PROPOSED
CENSUS STATION

APN 054424115

LAYOUT

SCALE 1"=100'

L-4

REVISED BY	DATE REVISED
KEA NEEDS	--

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 11:43:26 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_04.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" 133+71.03 EC

APN 054424114

APN 054424115

"LOL (A)" 140+02.87 PT

ROUTE 127

MATCH LINE (L-4)

MATCH LINE (L-6)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054424115

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LAYOUT
SCALE 1"=100'

L-5

CALCULATED-DESIGNED BY			
CHECKED BY			
REVISED BY	KEA NEEDS	FUNCTIONAL SUPERVISOR	DANNY PHENG
DATE REVISED	--		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/5/2024
TIME PLOTTED => 3:56:19 PM

BORDER LAST REVISED 7/2/2010

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DGN FILE => ...\10200_Sbd 127_05.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LIMITS OF GRADING
26' FROM SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054424114

APN 054424103

APN 054424102

50.00' Lt "LOL (A)" +21.18
FEDERAL LAND TRANSFER POINT

"LOL (A)" 76+78.25 PI
50.00' Lt "LOL (A)" +19.99
FEDERAL LAND TRANSFER POINT

MATCH LINE (L-5)

PM 2.60 PM 2.65 PM 2.70 PM 2.75 PM 2.80 ROUTE 127 PM 2.85 PM 2.90 PM 2.95 PM 3.00 PM 3.05 PM 3.10 PM

MATCH LINE (L-7)

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

50.00' Rt "LOL (A)" +13.73
FEDERAL LAND TRANSFER POINT

50.00' Rt "LOL (A)" +19.66
FEDERAL LAND TRANSFER POINT

+19.65
END COLD PLANE AC Pvmt
& RHMA-G OVERLAY 1

APN 054424115

APN 054424102

LIMITS OF GRADING
26' FROM SR 127 CL

LAYOUT

SCALE 1"=100'

L-6

REVISED BY	DATE REVISED
KEA NEEDS	--

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CHECKED BY

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION 00-00-00

DATE PLOTTED => 2/5/2024
TIME PLOTTED => 3:59:55 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_06.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT

SCALE 1"=100'

L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 7:31:02 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_07.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

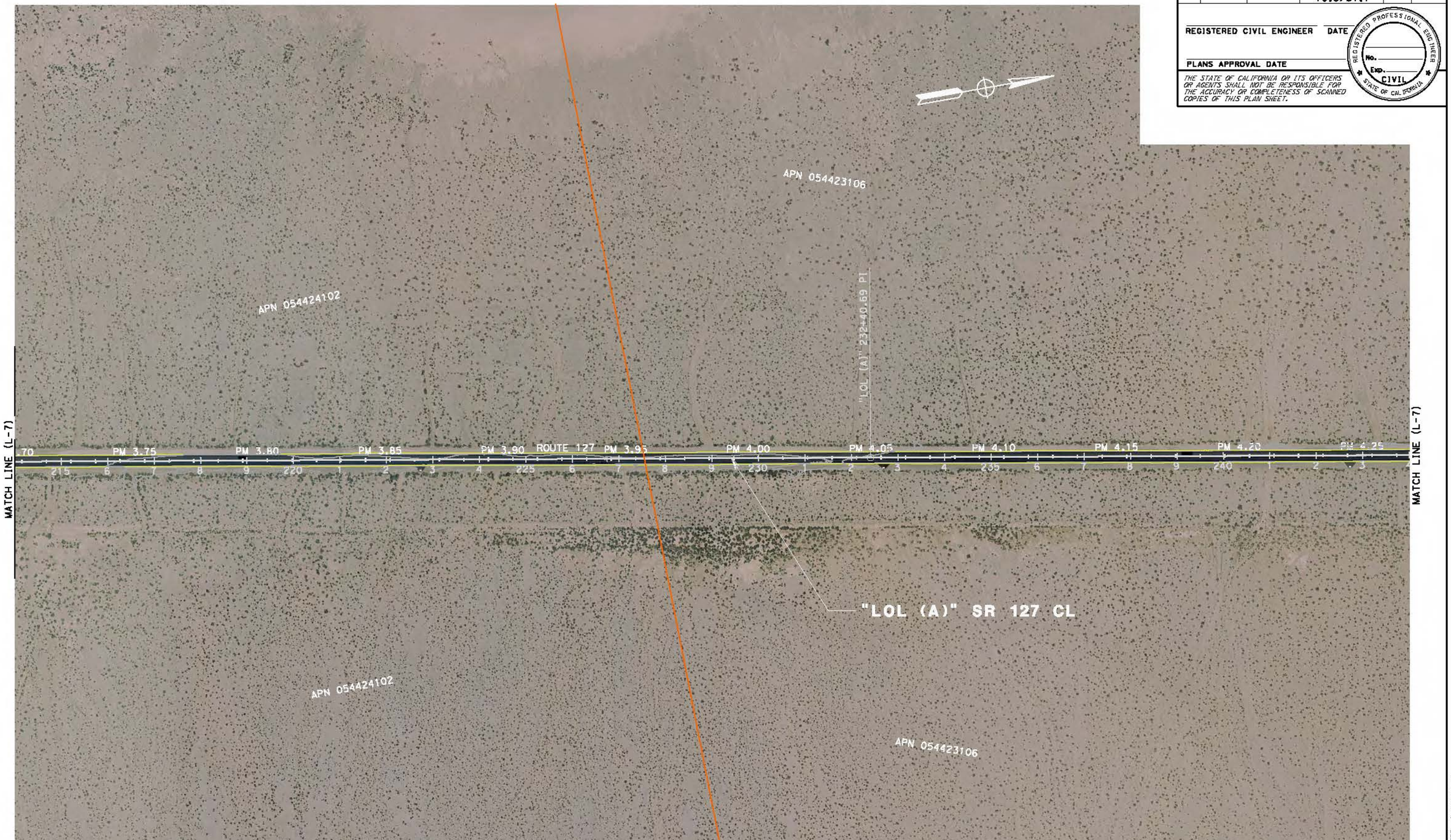
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE 1"=100'

L-8

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	--	DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024
TIME PLOTTED => 7:33:30 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_08.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054421122

"LOL (A)" SR 127 CL

"LOL (A)" 537+47.33 EC

"LOL (A)" 547+84.85 PI

APN 054421111

ROUTE 127

PM 9.50 520 PM 9.55 525 PM 9.60 PM 9.65 530 PM 9.75 PM 9.80 535 PM 9.83 PM 9.85 ROUTE 127 PM 9.90 PM 9.95 540 545 PM 10.00

MATCH LINE (L-8)

MATCH LINE (L-10)

APN 054421117

APN 054421117

APN 054421109

LAYOUT

SCALE 1"=100'

L-9

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Gibbons

LAST REVISION 00-00-00 DATE PLOTTED => 2/6/2024 TIME PLOTTED => 7:38:11 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\10200_Sbd 127_09.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2245 | PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054421111

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

APPROX. PM 10.5

SR127 "A" LINE

NOT A PART

PM 10.05 PM 10.10 PM 10.15 PM 10.20 PM 10.25 ROUTE 127 PM 10.30 PM 10.35 PM 10.40 PM 10.45 PM 10.50

9 550 1 2 3 4 555 6 7 8 9 560 1 2 3 4 565 6 7 8 9 570 1 2 3 4 575 6

50.00' Lt "LOL (A)" +19.66
FEDERAL LAND TRANSFER POINT

"LOL (A)" 573+94.34 BC

RW @ 50'

PM 10.55

RW @ 50'

MATCH LINE (L-11)

MATCH LINE (L-9)

NOT A PART

APN 054421111

50.00' Rt "LOL (A)" +19.66
FEDERAL LAND TRANSFER POINT

+20.00
Beg DIGOUTS
& RHMA-G OVERLAY 5

APN 054421109

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054421110

LAYOUT

SCALE 1"=100'

L-10

CALCULATED-DESIGNED BY: KEA NEEDS
CHECKED BY: --
REVISED BY
DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 7:38:32 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_10.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054421111

APN 054421103

"LOL (A)" 583+44.63 EC

50.00' Rt "LOL (A)" 146.30
FEDERAL LAND TRANSFER POINT

MATCH LINE (L-12)

MATCH LINE (L-10)

50.00' Rt "LOL (A)" 85.80
FEDERAL LAND TRANSFER POINT

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054421111

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054421103

LAYOUT

SCALE 1"=100'

L-11

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	--	DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 7:42:52 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_11.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054421103

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

"LOL (A)" 623+89.40 PI

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-11)

PM 11.15 PM 11.20 PM 11.25 PM 11.30 PM 11.35 PM 11.40 PM 11.45 PM 11.50 ROUTE 127 PM 11.55 PM 11.60 PM 11.65 PM 11.70

8 9 610 1 2 3 4 615 6 7 8 9 620 1 2 3 4 625 6 7 8 9 630 1 2 3 4 635 6 7

MATCH LINE (L-13)

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054421103

LAYOUT

SCALE 1"=100'

L-12

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	--	DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
TIME PLOTTED => 7:43:13 AM
00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_12.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

APN 054421103

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' Lt "LOL (A)" +81.96
FEDERAL LAND TRANSFER POINT

APN 054530115

MATCH LINE (L-12)

PM 11.75 PM 11.80 ROUTE 127 PM 11.85 PM 11.90 PM 11.95 PM 12.00 PM 12.05 PM 12.10 PM 12.15 PM 12.20 PM 12.25

640 645 650 655 660 665

MATCH LINE (L-14)

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' Rt "LOL (A)" +21.77
FEDERAL LAND TRANSFER POINT

APN 054530115

APN 054421103

L-13

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 7:45:54 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\10200_Sbd 127_13.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2245 | PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054530115

"LOL (A)" SR 127 CL

"LOL (A)" 687+30.16 PI

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-13)

PM 12.30 PM 12.35 PM 12.40 ROUTE 127 PM 12.45 PM 12.50 PM 12.55 PM 12.60 PM 12.65 PM 12.70 PM 12.75 PM 12.80 PM

670 675 680 685 690 695

MATCH LINE (L-15)

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054530115

LIMITS OF GRADING
26' FROM SR 127 CL

LAYOUT

SCALE 1"=100'

L-14

REVISED BY	DATE REVISED
KEA NEEDS	--

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 7:50:51 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_14.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

APN 054530115

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" 716+70.47 PT

MATCH LINE (L-14)

12.85 PM 12.90 PM 12.95 PM 13.00 PM 13.05 PM 13.10 PM 13.15 PM 13.20 PM 13.25 PM 13.30 ROUTE 127 PM 13.35 PM 13.40

8 9 700 1 2 3 4 705 6 7 8 9 710 1 2 3 4 715 6 7 8 9 720 1 2 3 4 725 6

MATCH LINE (L-16)

LIMITS OF GRADING
26' FROM SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' Rt "LOL (A)" +80.94
FEDERAL LAND TRANSFER POINT

APN 054530115

APN 054530112

LAYOUT
SCALE 1"=100'

L-15

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 7:55:50 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_15.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054530114

50.00' Lt "LOL (A)" 728+40.03 FEDERAL LAND TRANSFER POINT

"LOL (A)" 729+03.50 BC

"LOL (A)" 733+48.45 EC

APN 054530112

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054530113

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-15)

"LOL (A)" 753+48.69 PI

50.00' Lt "LOL (A)" 756+16.79 FEDERAL LAND TRANSFER POINT

MATCH LINE (L-17)

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

APN 054530112

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LAYOUT

SCALE 1"=100'

L-16

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 8:01:11 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_16.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" SR 127 CL

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054530113

APN 054530101

50.00' L± "LOL (A)" +26.32
FEDERAL LAND TRANSFER POINT

MATCH LINE (L-16)

PM 14.00 PM 14.05 PM 14.10 PM 14.15 PM 14.20 PM 14.25 PM 14.30 PM 14.35 PM 14.40 PM 14.45 PM 14.50

760 765 770 775 780

ROUTE 127

MATCH LINE (L-18)

50.00' R± "LOL (A)" +48.30
FEDERAL LAND TRANSFER POINT

50.00' R± "LOL (A)" +83.08
FEDERAL LAND TRANSFER POINT

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054530113

APN 054530112

APN 054530101

LAYOUT

SCALE 1"=100'

L-17

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 8:01:33 AM

BORDER LAST REVISED 7/2/2010

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DGN FILE => ...\10200_Sbd 127_17.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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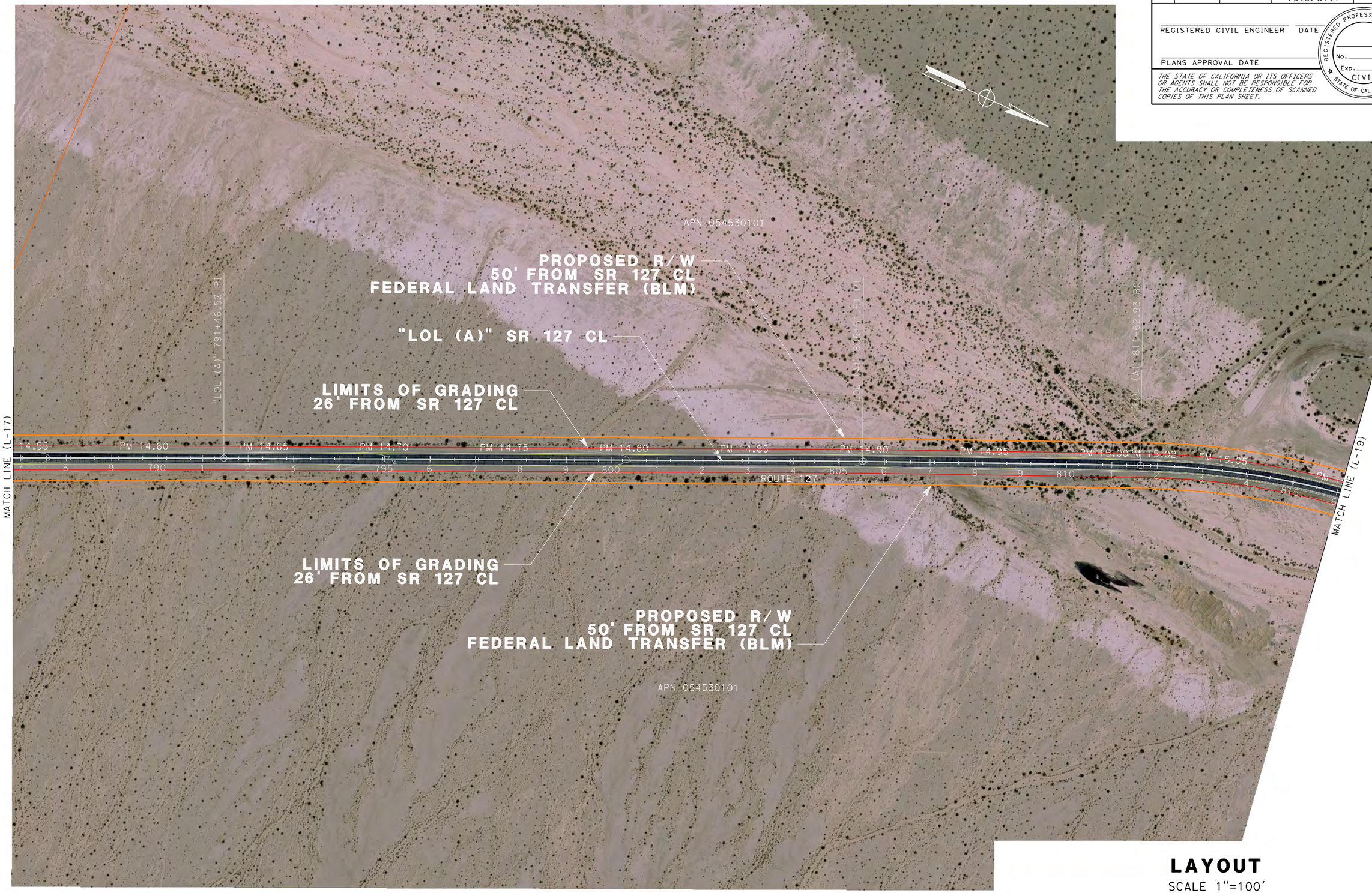
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



LAYOUT

SCALE 1"=100'

L-18

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 8:04:02 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\1G200_Sbd 127_18.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

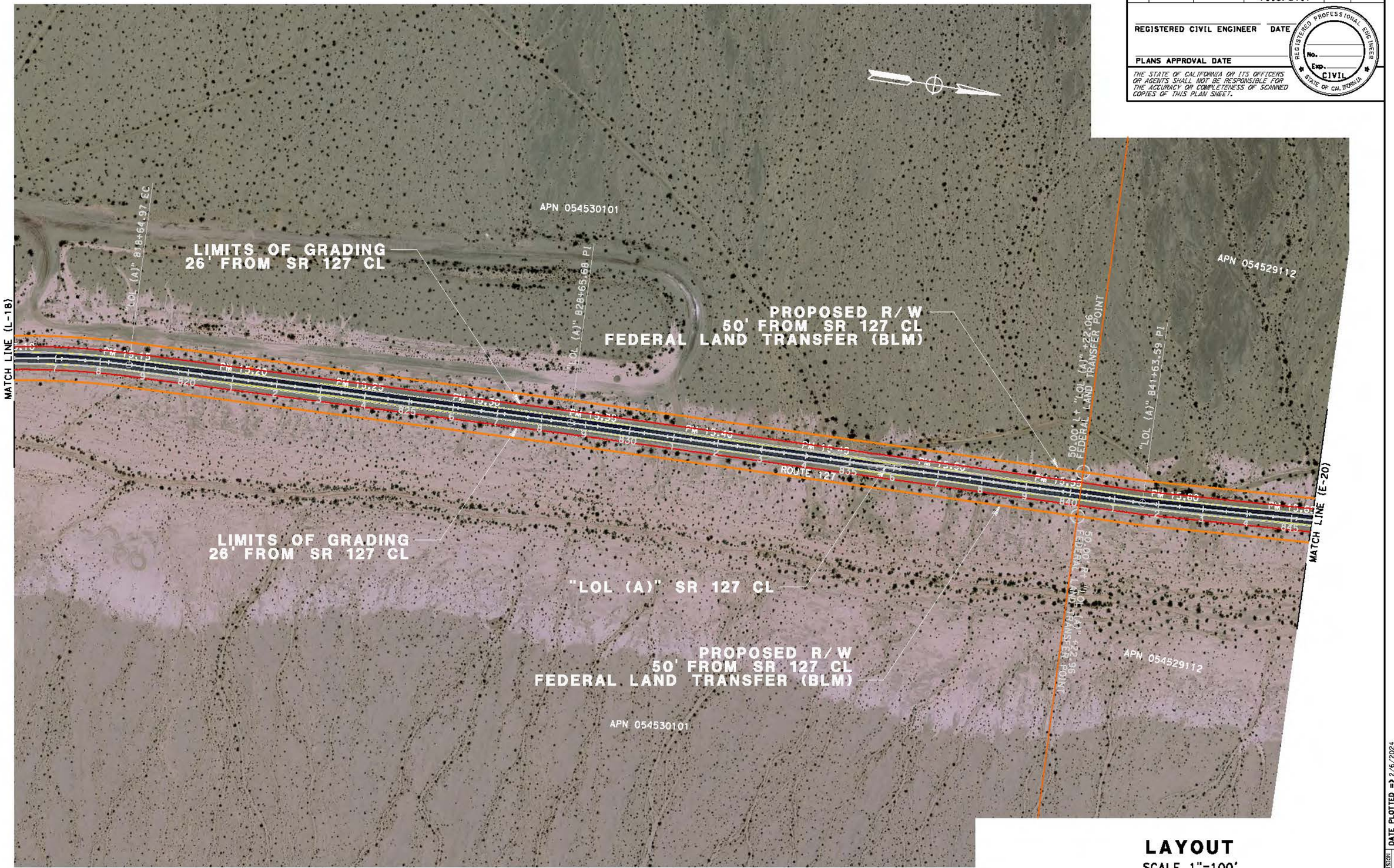
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE 1"=100'

L-19

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	
FUNCTIONAL SUPERVISOR	DANNY PHENG		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 8:06:40 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\10200_Sbd 127_19.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2245 | PROJECT NUMBER & PHASE 08150001730

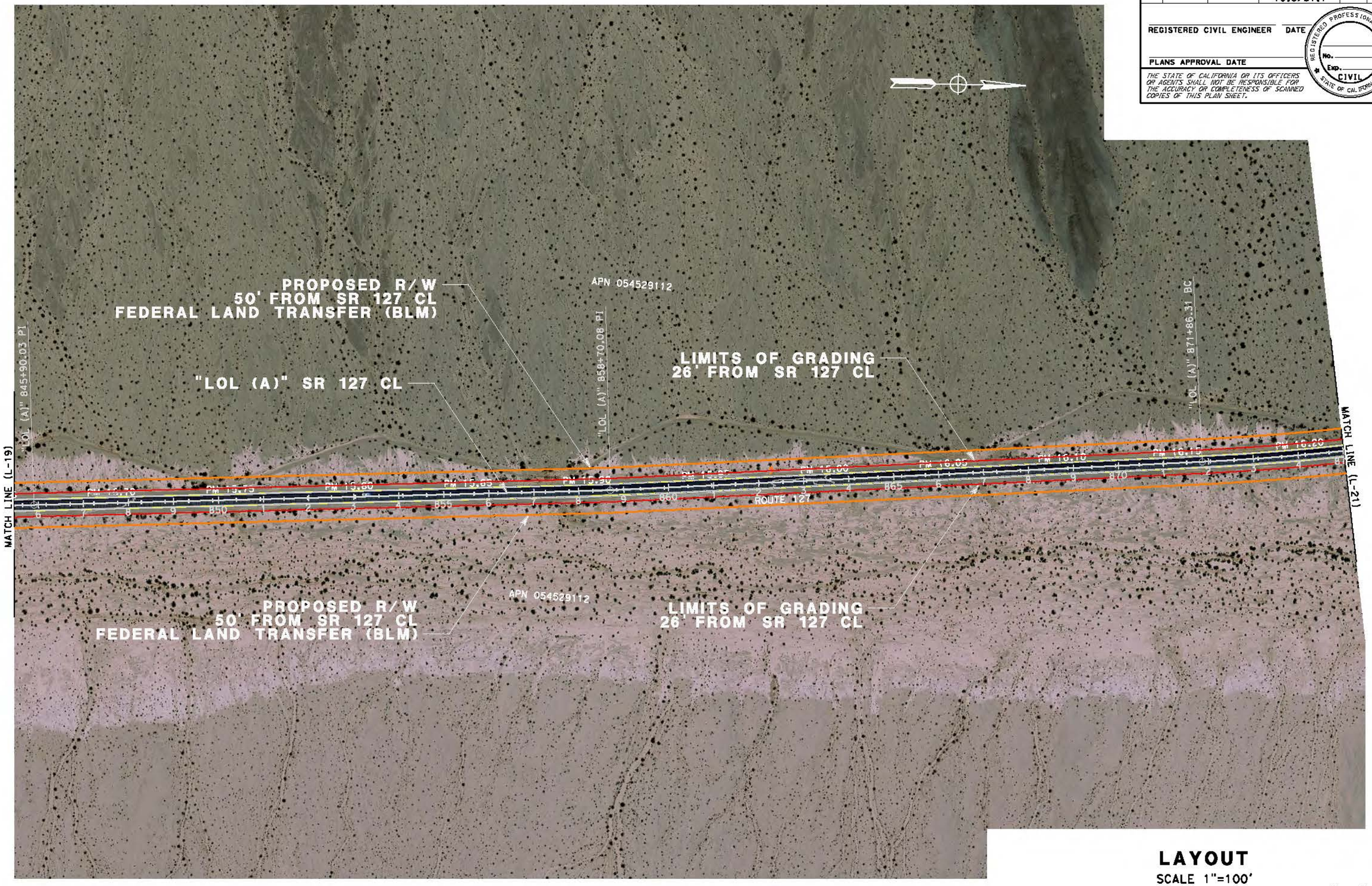
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



LAYOUT

SCALE 1"=100'

L-20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 8:09:18 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_20.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054529112

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" 877+66.28 EC

MATCH LINE (L-20)

"LOL (A)" SR 127 CL

50.00' L± "LOL (A)" +74.26
FEDERAL LAND TRANSFER POINT

APN 054529111

LIMITS OF GRADING
26' FROM SR 127 CL

PM 16.25 PM 16.30 PM 16.35 PM 16.40 ROUTE 127 PM 16.45 PM 16.50 PM 16.55 PM 16.60 PM 16.65 PM 16.70 PM 16.75

880 885 890 895 900

MATCH LINE (L-22)

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054529112

50.00' L± "LOL (A)" +58.98
FEDERAL LAND TRANSFER POINT

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054529111

LAYOUT
SCALE 1"=100'

L-21

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:11:38 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_21.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054529111

"LOL (A)" 927+64.12 PI

MATCH LINE (L-21)

PM 16.80 PM 16.85 PM 16.90 PM 16.95 PM 17.00 PM 17.05 PM 17.10 ROUTE 127 PM 17.15 PM 17.20 PM 17.25 PM 17.30 PM

905 6 7 8 9 910 1 2 3 4 915 6 7 8 9 920 1 2 3 4 925 6 7 8 9 930 1 2 3 4

MATCH LINE (L-23)

"LOL (A)" SR 127 CL

LIMITS OF GRADING
26' FROM SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054529111

LAYOUT
SCALE 1"=100'

L-22

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	
FUNCTIONAL SUPERVISOR	DANNY PHENG		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:14:20 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT

SCALE 1"=100'

L-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 8:16:51 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_23.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APN 054521105

APN 054529101

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

"LOL (A)" 983+10.55 PI

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" 991+29.14 PI

MATCH LINE (L-23)

PM 17.95 PM 18.00 PM 18.05 PM 18.10 PM 18.15 PM 18.20 ROUTE 127 PM 18.25 PM 18.30 PM 18.35 PM 18.40 PM 18.45

965 6 7 8 9 970 1 2 3 4 975 6 7 8 9 980 1 2 3 4 985 6 7 8 9 990 1 2 3 4

MATCH LINE (L-25)

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054529101

LAYOUT

SCALE 1"=100'

L-24

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEA NEEDS
CHECKED BY: --

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:19:31 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_24.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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APN 054523118

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL
APN 054526114

APN 054529101

50.00' L+ "LOL (A)" +91.09
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1007+26.20 PI

"LOL (A)" 1018+00.29 PI

MATCH LINE (L-26)

MATCH LINE (L-24)

PM 18.50 PM 18.55 PM 18.60 PM 18.65 PM 18.70 PM 18.75 ROUTE 127 PM 18.80 PM 18.85 PM 18.90 PM 18.95 PM 19.00

995 1000 1005 1010 1015 1020

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054526114

50.00' R+ "LOL (A)" +69.46
FEDERAL LAND TRANSFER POINT

APN 054529101

LAYOUT

SCALE 1"=100'

L-25

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR
DANNY PHENG

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:22:22 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_25.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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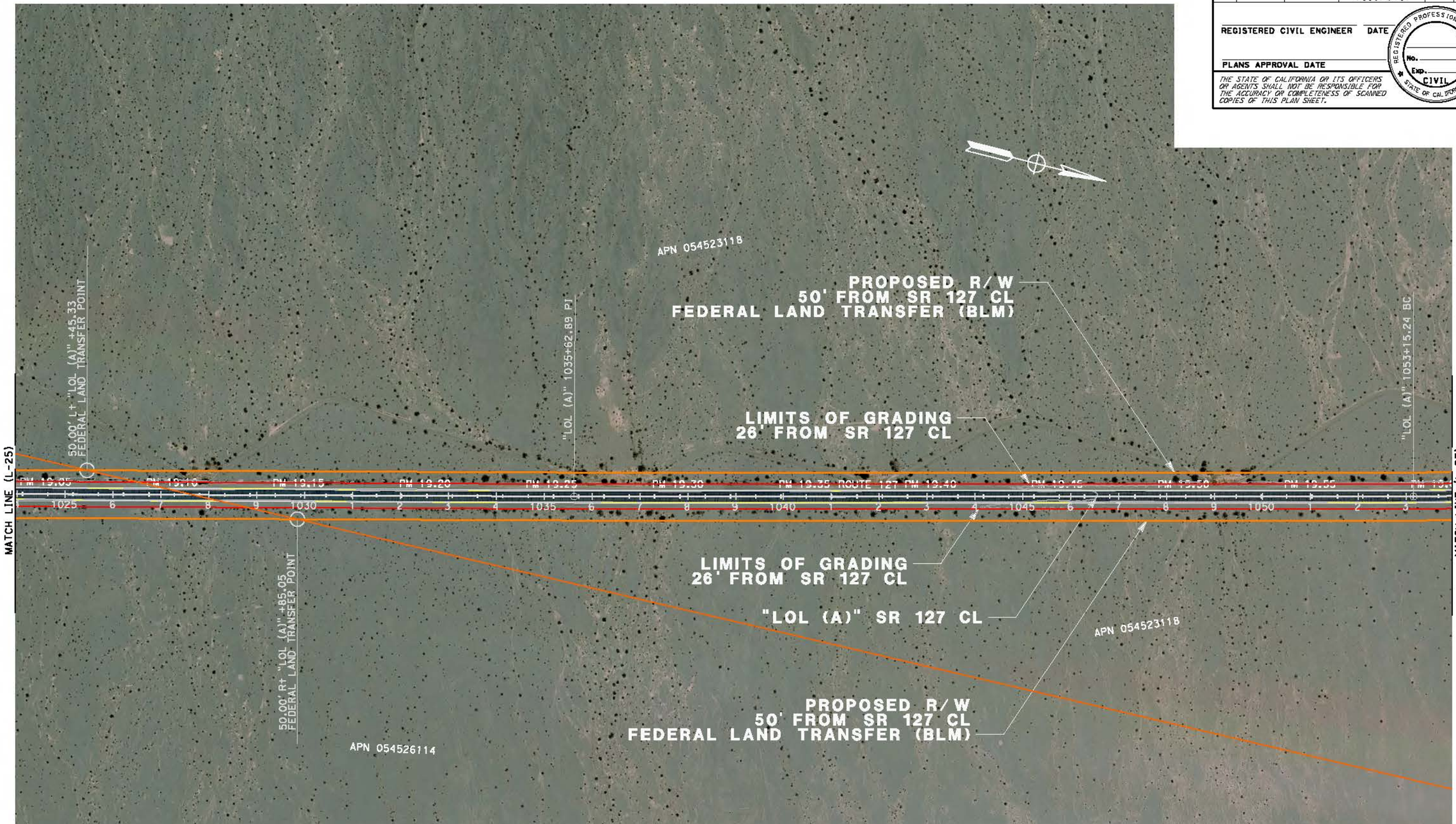

LAYOUT

SCALE 1"=100'

L-26

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:25:35 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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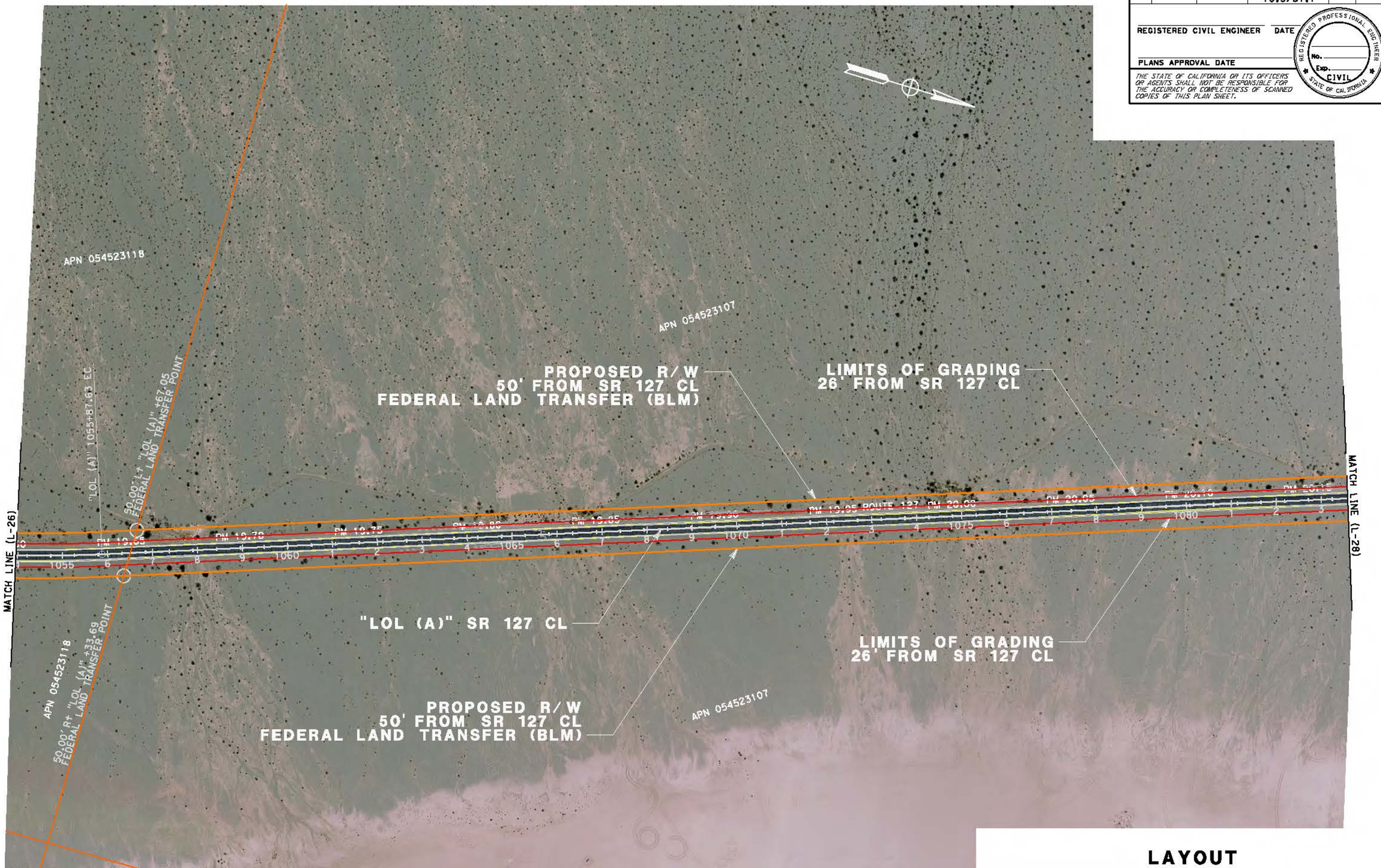

LAYOUT

SCALE 1"=100'

L-27

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	--	DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Gibbons

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_27.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:28:23 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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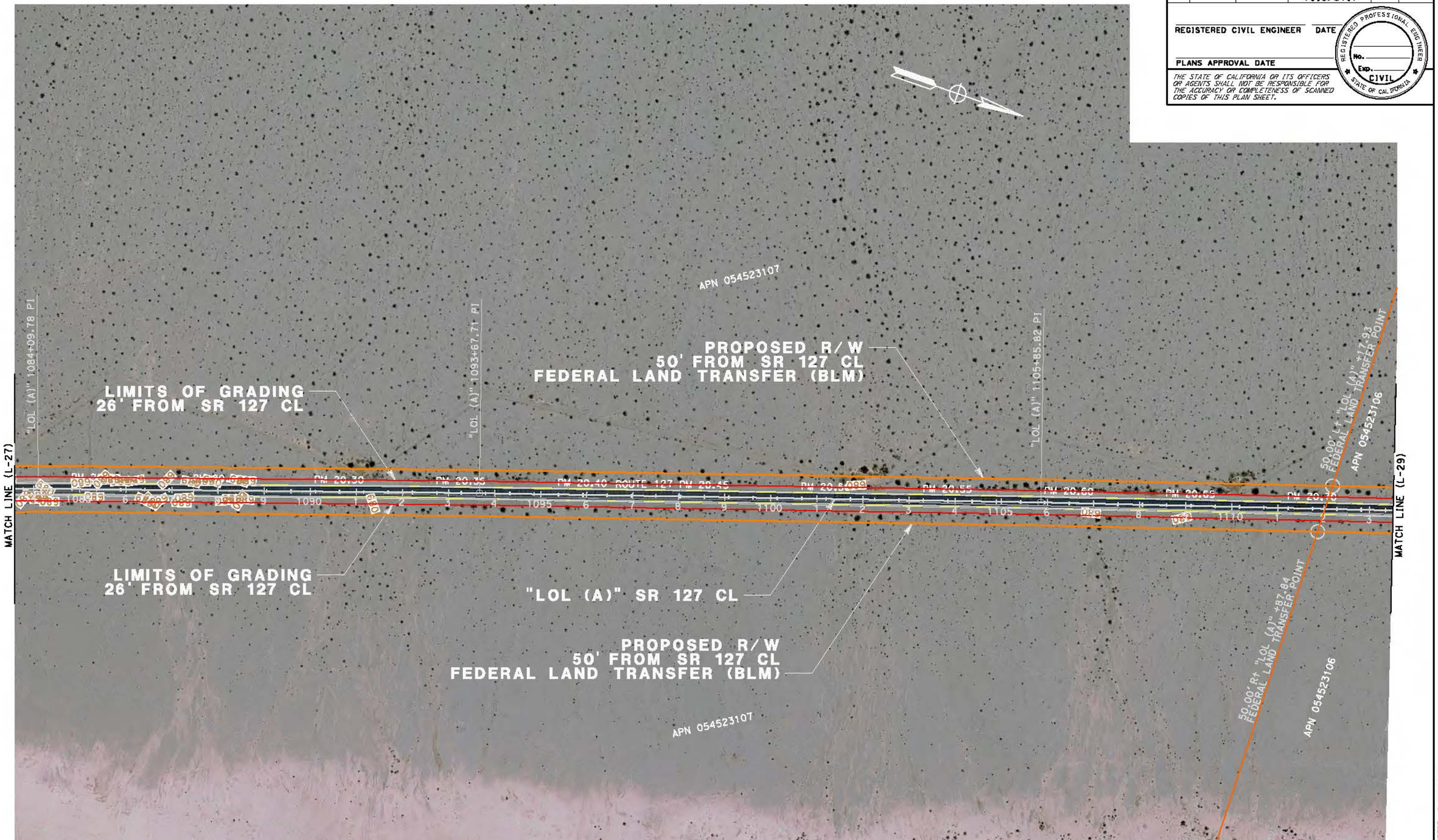

LAYOUT
SCALE 1"=100'

L-28

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 8:33:24 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => | DGN FILE => ...\10200_Sbd 127_28.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2245 | PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APN 054523107

APN 054523106

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" 1134+09.51 PI

"LOL (A)" 1143+30.76 BC

MATCH LINE (L-28)

PM 20.75 PM 20.80 PM 20.85 PM 20.90 PM 20.95 PM 21.00 PM 21.05 PM 21.10 PM 21.15 PM 21.20 PM 21.25 PM

1115 1120 1125 1130 1135 1140

ROUTE 127

MATCH LINE (L-30)

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054523106

LAYOUT
SCALE 1"=100'

L-29

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	--	DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

Gibbons

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:34:18 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_29.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

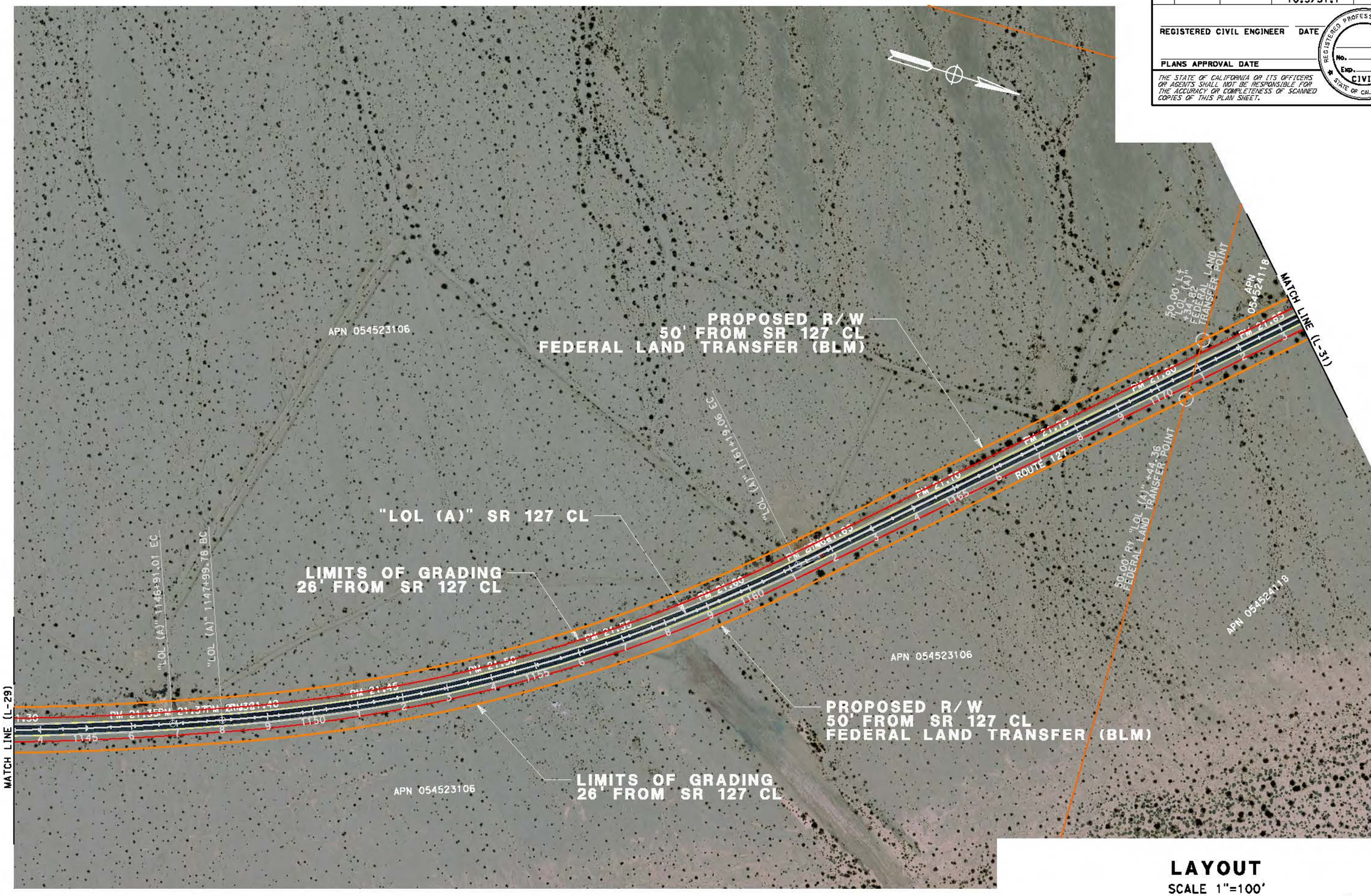
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE 1"=100'

L-30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 8:37:03 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_30.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054523105

APN 054524118

APN 054524117

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' Rt "LOL (A)" +50.22
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1180+22.04 PI

"LOL (A)" 1202+08.23 PI

MATCH LINE (L-30)

MATCH LINE (L-32)

FM 21.90 FM 21.95 FM 22.00 FM 22.05 FM 22.10 FM 22.15 FM 22.20 FM 22.25 FM 22.30 FM 22.35 FM 22.40

1175 1180 1185 1190 1195 1200

ROUTE 127

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054524117

50.00' Rt "LOL (A)" +62.24
FEDERAL LAND TRANSFER POINT

APN 054524118

LAYOUT

SCALE 1"=100'

L-31

CALCULATED-DESIGNED BY	KEA NEEDS
CHECKED BY	--

REVISED BY	DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 8:39:52 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_31.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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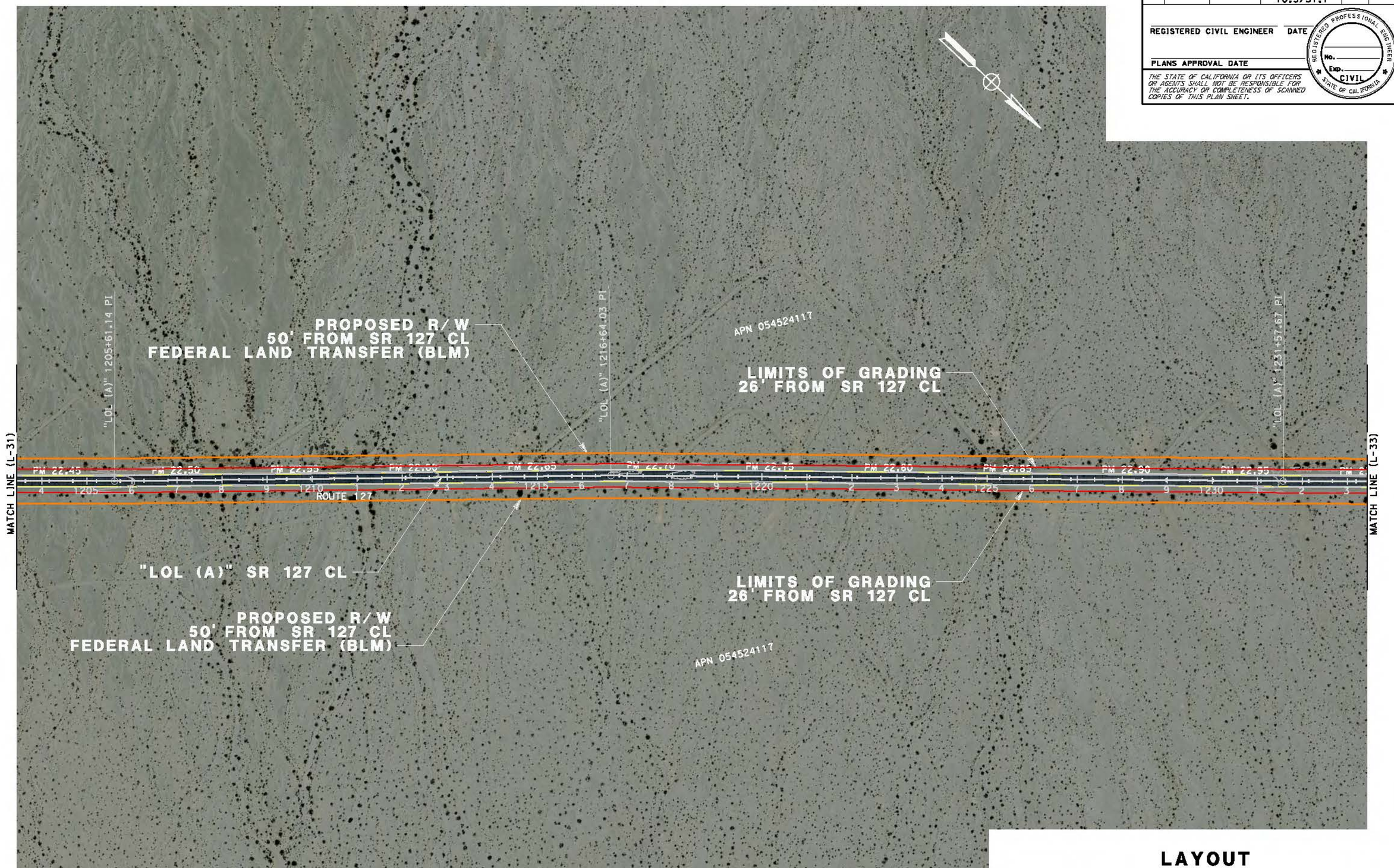

LAYOUT

SCALE 1"=100'

L-32

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 8:42:43 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_32.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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APN 054524116

APN 054524117

APN 054524109

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054524108

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' Lt "LOL (A)" +35.21
FEDERAL LAND TRANSFER POINT

50.00' Lt "LOL (A)" +12.16
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1259+69.60 PI

MATCH LINE (L-32)

MATCH LINE (L-34)

PM 23.05 PM 23.10 PM 23.15 PM 23.20 PM 23.25 PM 23.30 PM 23.35 PM 23.40 PM 23.45 PM 23.50 PM 23.55

1235 1240 1245 1250 1255 1260

ROUTE 127

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

APN 054524108

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' Rt "LOL (A)" +45.70
FEDERAL LAND TRANSFER POINT

50.00' Rt "LOL (A)" +24.58
FEDERAL LAND TRANSFER POINT

APN 054524117

APN 054524109

LAYOUT

SCALE 1"=100'

L-33

CALCULATED-DESIGNED BY: KEA NEEDS
CHECKED BY: --
REVISED BY
DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:45:28 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_33.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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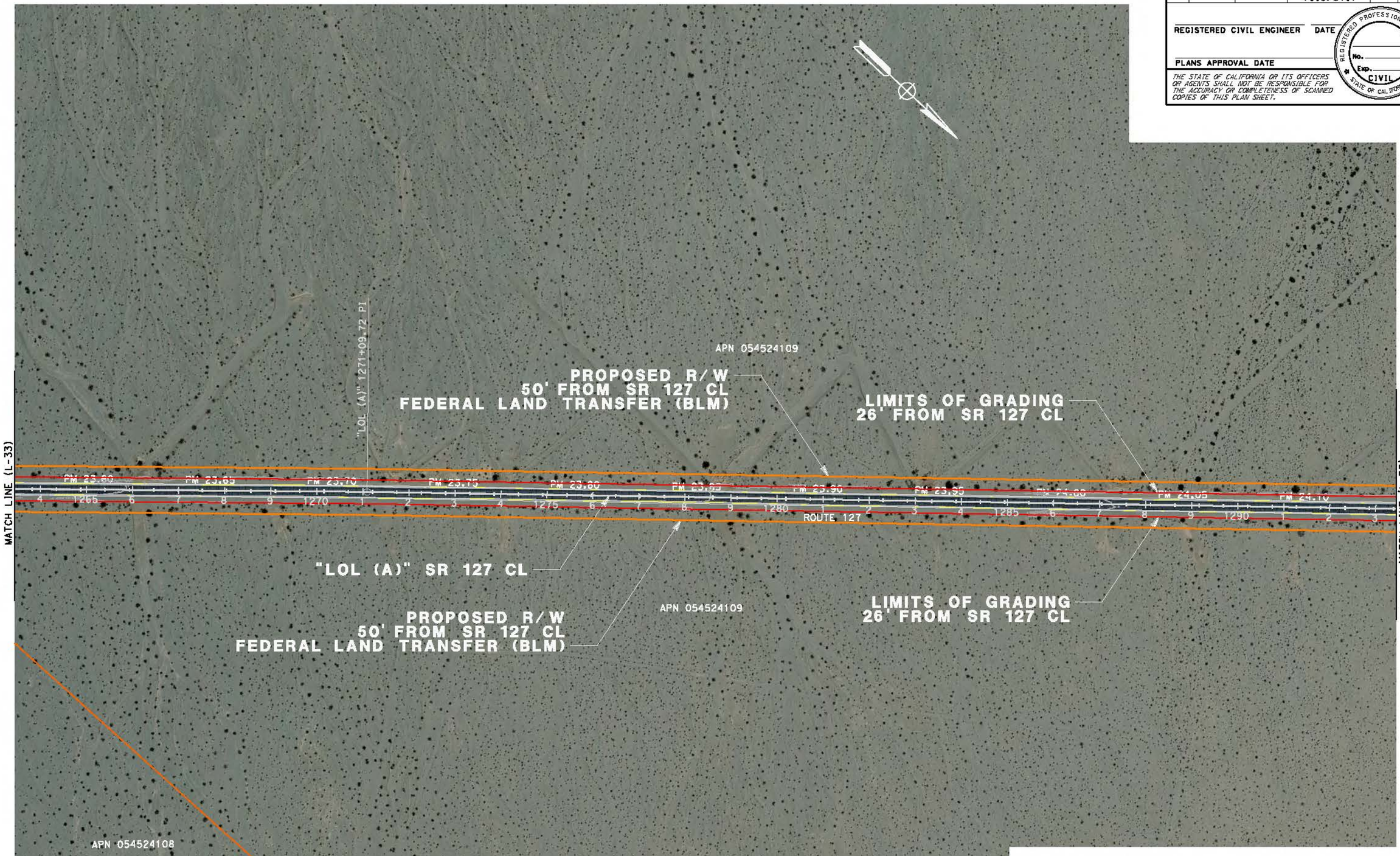


LAYOUT

SCALE 1"=100'

L-34

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEA NEEDS
CHECKED BY: --

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 10:22:49 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_34.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

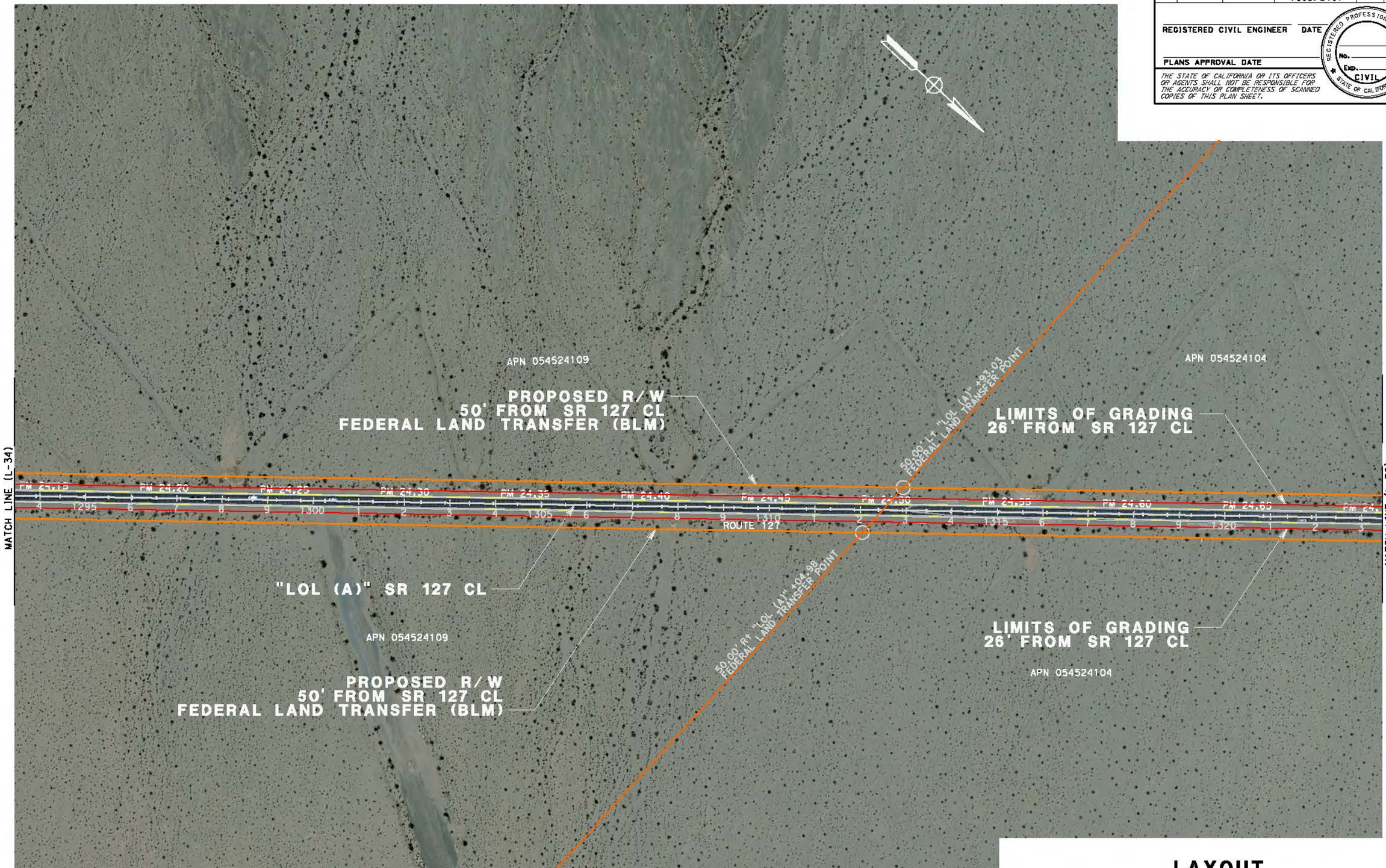
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE 1"=100'

L-35

CALCULATED-DESIGNED BY: KEA NEEDS
CHECKED BY: --
REVISED BY
DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:48:54 AM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\10200_Sbd 127_35.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2245
PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054524103

APN 054524104

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-35)

FM 24.15 FM 24.10 FM 24.05 FM 24.00 FM 23.95 FM 23.90 FM 23.85 FM 23.80 FM 23.75 FM 23.70 FM 23.65 FM 23.60 FM 23.55 FM 23.50 FM 23.45 FM 23.40 FM 23.35 FM 23.30 FM 23.25 FM 23.20 FM 23.15 FM 23.10 FM 23.05 FM 23.00 FM 22.95 FM 22.90 FM 22.85 FM 22.80 FM 22.75 FM 22.70 FM 22.65 FM 22.60 FM 22.55 FM 22.50 FM 22.45 FM 22.40 FM 22.35 FM 22.30 FM 22.25

1325 1330 1335 1340 1345 1350

50.00' Lt "LOL (A)" +46.69
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1343+02.43 PI

"LOL (A)" 1348+43.65 PI

ROUTE 127

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

APN 054524104

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' Rt "LOL (A)" 456.17
FEDERAL LAND TRANSFER POINT

APN 054524103

MATCH LINE (L-37)

LAYOUT
SCALE 1"=100'

L-36

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	--	DATE REVISED

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

Gibbons

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:51:54 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_36.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

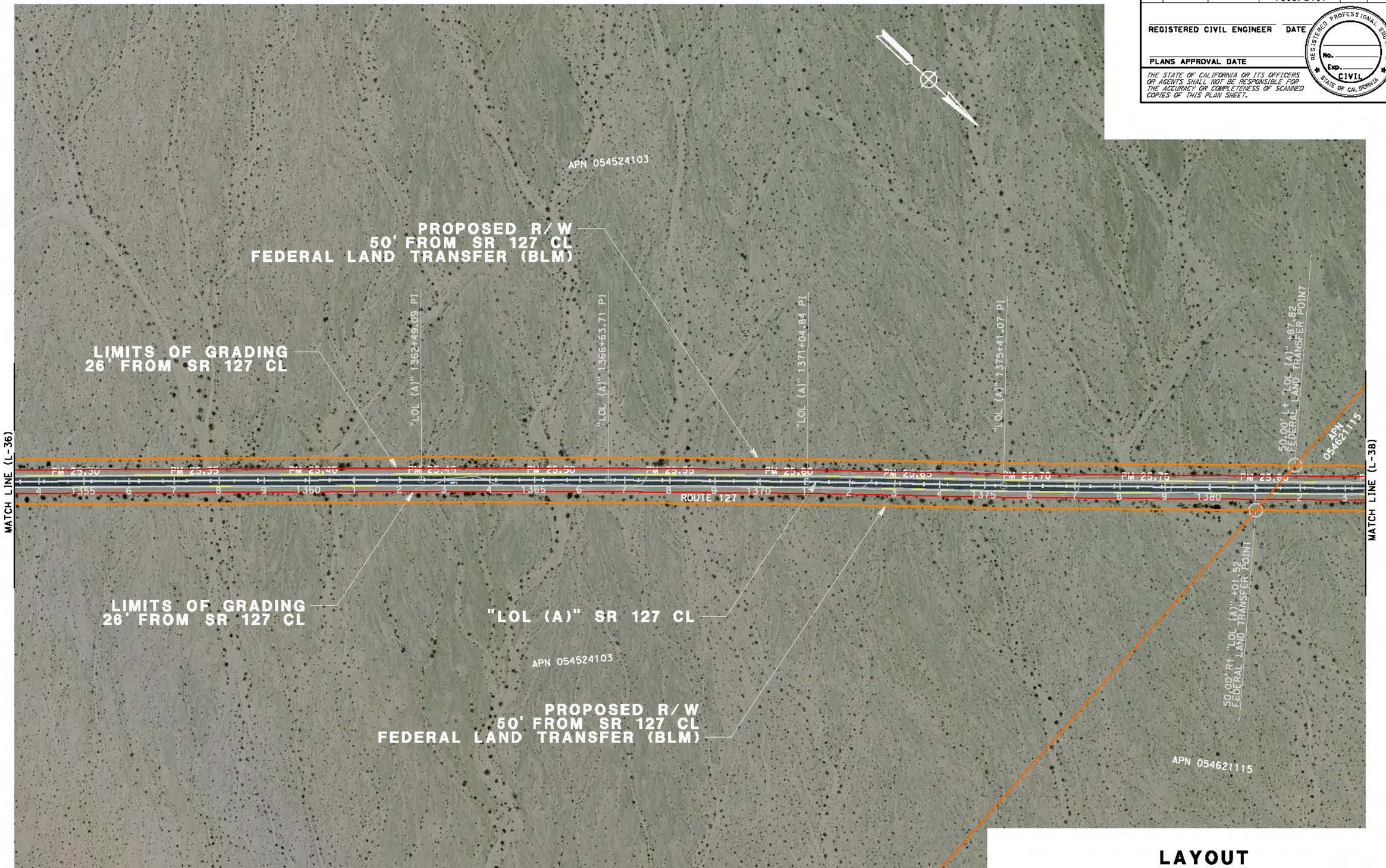
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE 1"=100'

L-37

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	--	DATE REVISED
FUNCTIONAL SUPERVISOR	DANNY PHENG	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 8:54:44 AM

BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\10200_Sbd 127_37.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2245
PROJECT NUMBER & PHASE 08150001730

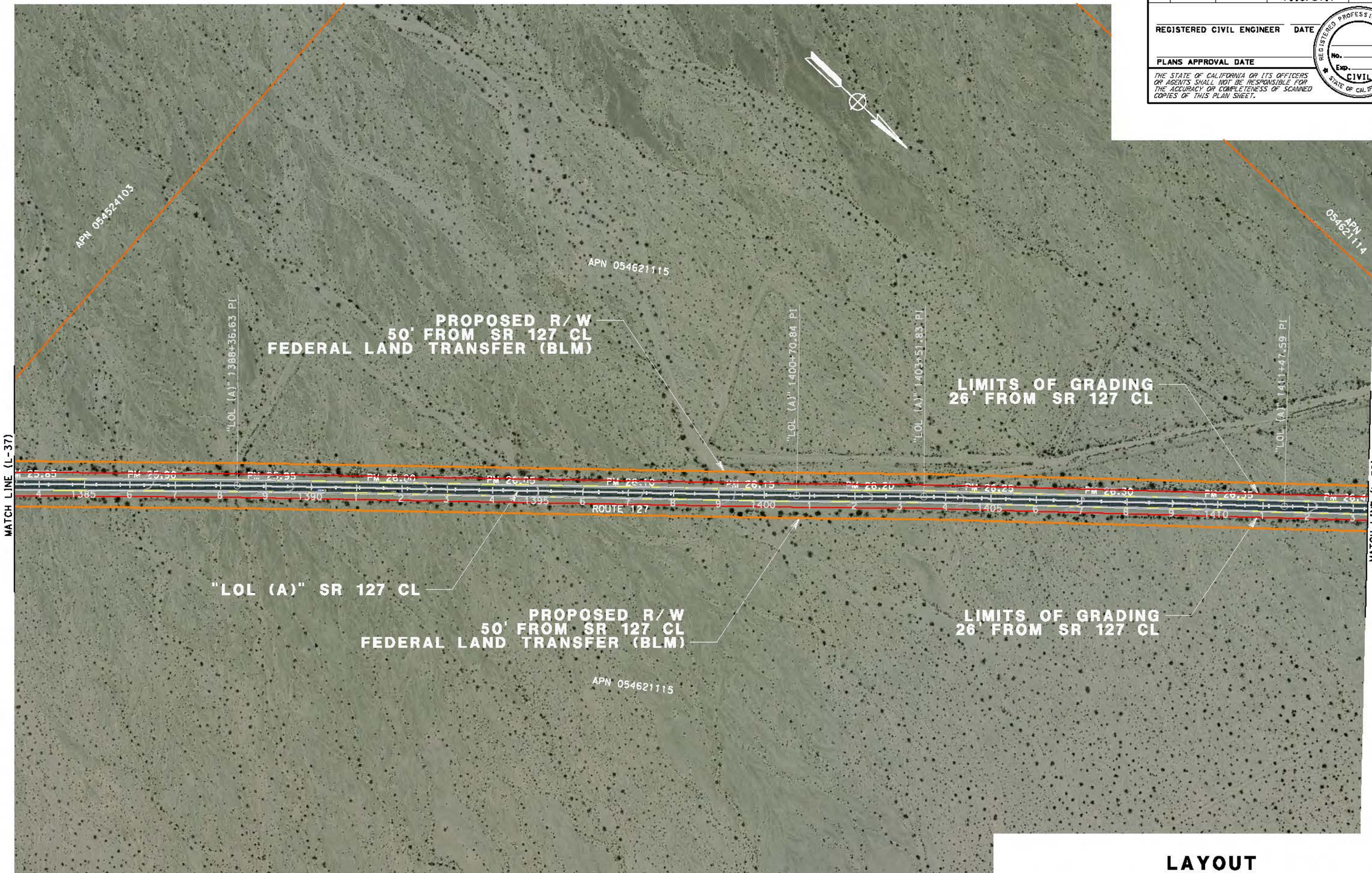
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



LAYOUT

SCALE 1"=100'

L-38

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 8:57:36 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_38.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

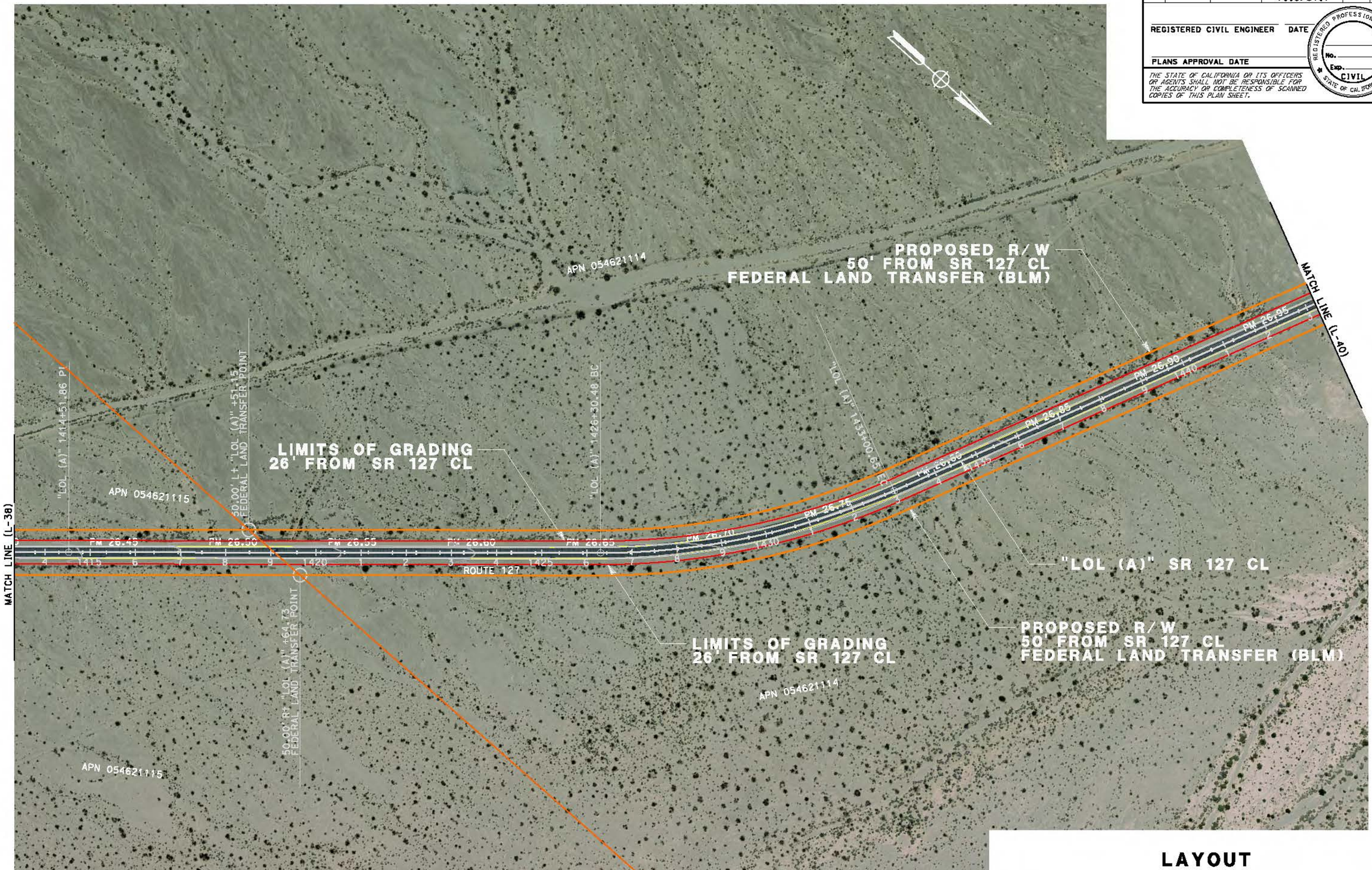
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE 1"=100'

L-39

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 9:00:26 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_39.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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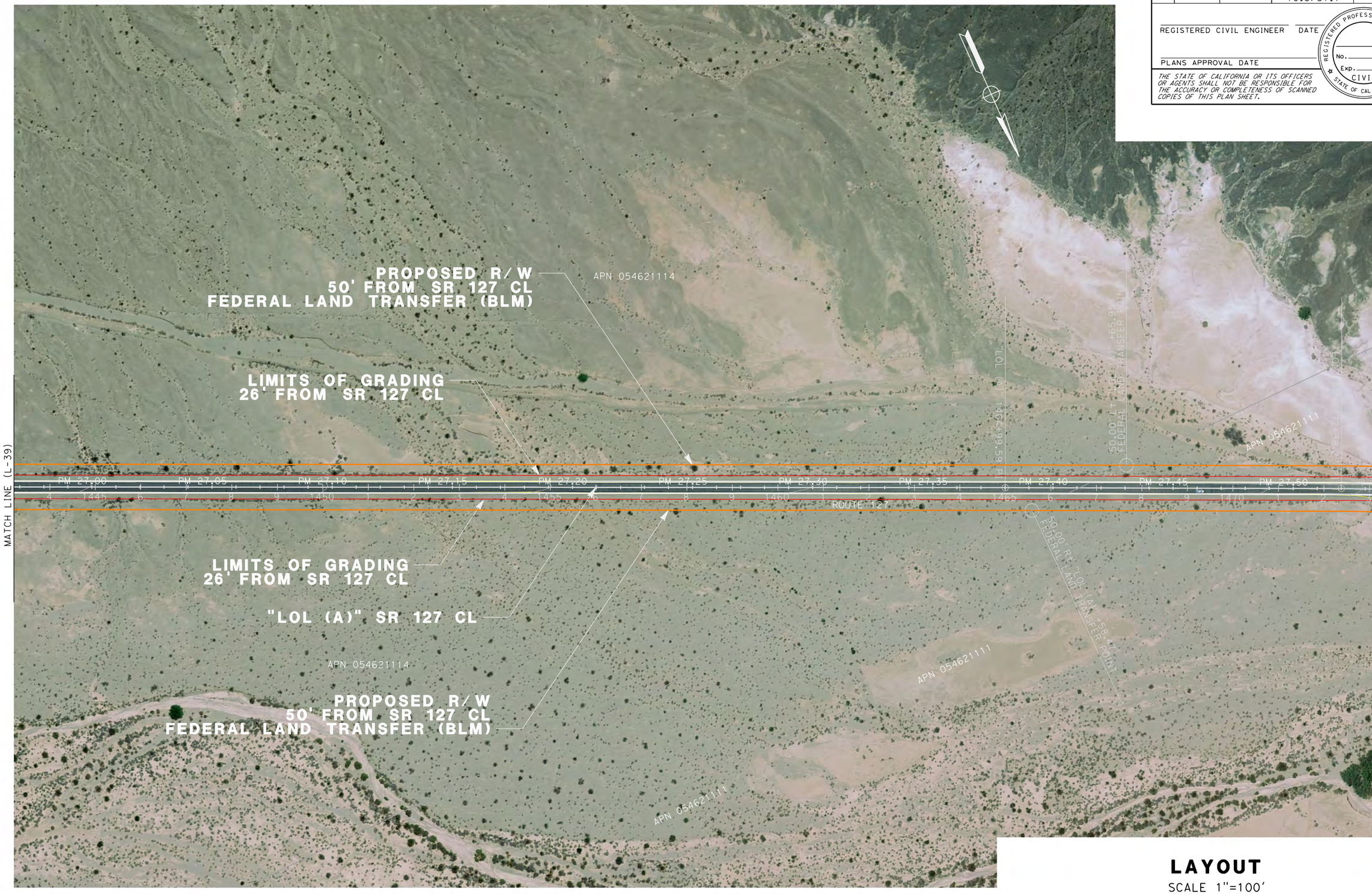
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



LAYOUT

SCALE 1"=100'

L-40

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/21/2024

TIME PLOTTED => 10:20:43 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\1G200_Sbd 127_40.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

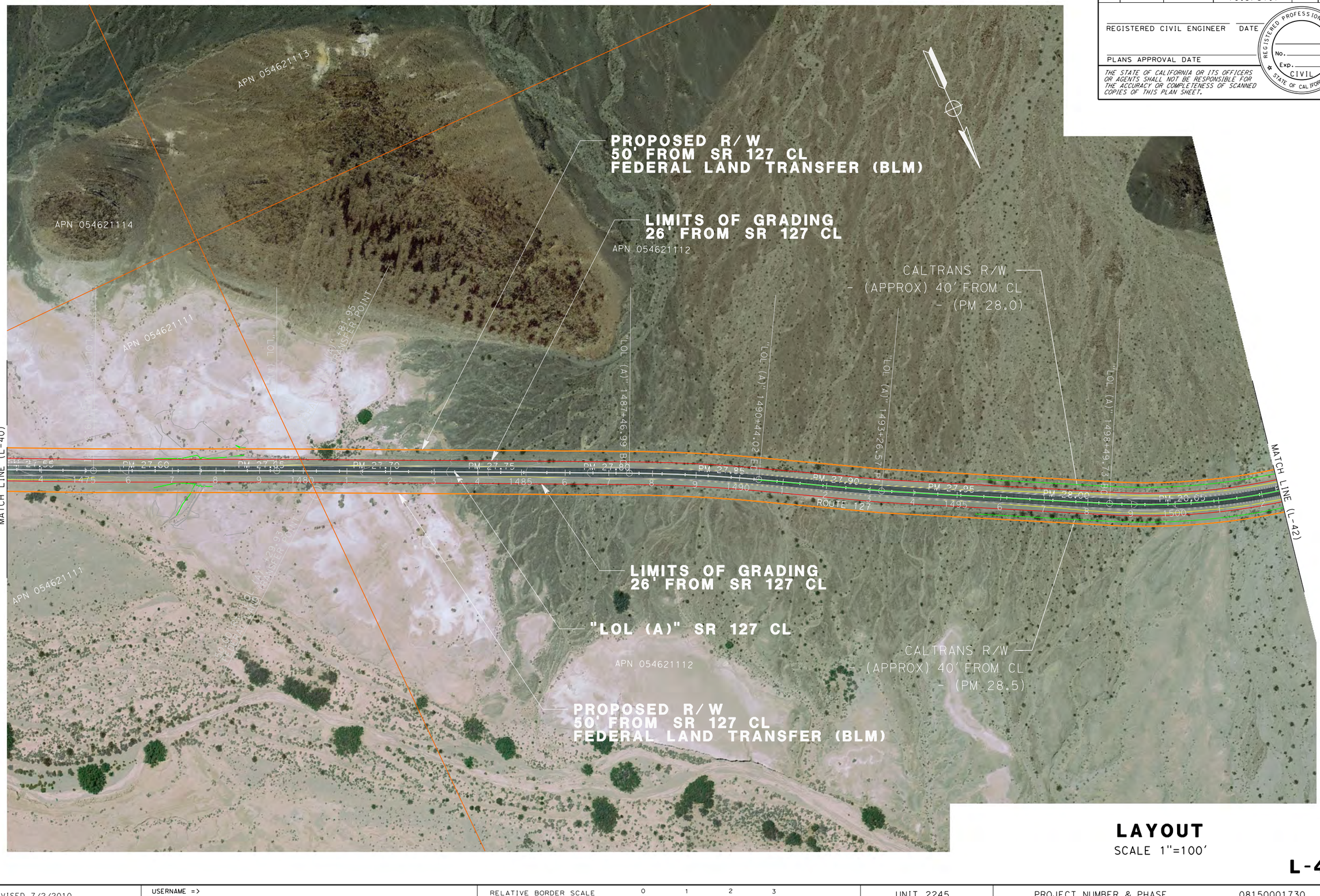
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE 1"=100'

L-41

REVISED BY	DATE REVISED
KEA NEEDS	--

CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:06:55 AM
00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\1G200_Sbd 127_41.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MATCH LINE (L-41)

"LOL (A)" 1502+71.48 BC

"LOL (A)" 1506+51.36 EC

"LOL (A)" 1509+79.68

"LOL (A)" 1513+03.87

APN 054621112

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

CALTRANS R/W
- (APPROX) 40' FROM CL
- (PM 28.5)

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054621112

APN 054621112

CALTRANS R/W
- (APPROX) 40' FROM CL
- (PM 28.5)

MATCH LINE (L-43)

PM 28.10 PM 28.15 PM 28.20 PM 28.25 PM 28.30 PM 28.35 PM 28.40 PM 28.45 PM 28.50 PM 28.55 PM 28.60 PM 28.65

1505 1510 1515 1520 1525 1530

ROUTE 127

LAYOUT
SCALE 1"=100'

L-42

CALCULATED-DESIGNED BY	FUNCTIONAL SUPERVISOR	REVISED BY	KEA NEEDS
CHECKED BY	DANNY PHENG	DATE REVISED	--

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:10:04 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\1G200_Sbd 127_42.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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REVISED BY	DATE REVISED
KEA NEEDS	--

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Caltrans

MATCH LINE (L-42)

APN 054621112

50.00' Rt "LOL (A)" +73.26
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1543+51.19 BC

PM 28.70 PM 28.75 PM 28.80 PM 28.85 PM 28.90 PM 28.95 PM 29.00 PM 29.05 PM 29.10 PM 29.15 PM 29.20

1535 1540 1545 1550 1555 1560

ROUTE 127

APN 054620107

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" 1556+25.85 EC

"LOL (A)" 1556+69.87 BC

APN 054620107

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

APN 054620107

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' Rt "LOL (A)" +29.02
FEDERAL LAND TRANSFER POINT

APN 054621112

MATCH LINE (L-44)

LAYOUT

SCALE 1"=100'

L-43

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:12:58 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_43.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MATCH LINE (L-43)

APN 054620107

APN 054620107

PM 29.25

PM 29.30

PM 29.35

PM 29.40

PM 29.45

PM 29.50

PM 29.55

PM 29.60

PM 29.65

PM 29.70

PM 29.75

PM 29.80

PM 29.85

PM 29.90

PM 29.95

PM 30.00

1565

1570

1575

1580

1585

1590

50.00' R* "LOL (A)" FEDERAL LAND TRANSFER POINT

"LOL (A)" 1570+66.79 EC

"LOL (A)" 1580+12.26 PT

50.00' R* "LOL (A)" FEDERAL LAND TRANSFER POINT

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054620106

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

ROUTE 127

MATCH LINE (L-45)

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054620106

LAYOUT

SCALE 1"=100'

L-44

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED
KEA NEEDS	--

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:15:54 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_44.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT

SCALE 1"=100'

L-45

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/21/2024

TIME PLOTTED => 11:21:38 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\1G200_Sbd 127_45.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054620106

APN 054619118

50.00' Lt "LOL (A)" +87.00
FEDERAL LAND TRANSFER POINT

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-45)

PM 30.35 PM 30.40 PM 30.45 PM 30.50 PM 30.55 PM 30.60 PM 30.65 PM 30.70 PM 30.75 PM 30.80 PM 30.85 PM 30.

1625 1630 1635 1640 1645 1650

ROUTE 127

MATCH LINE (L-47)

APN 054620106

50.00' Rt "LOL (A)" +69.95
FEDERAL LAND TRANSFER POINT

"LOL (A)" SR 127 CL

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054619118

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LAYOUT

SCALE 1"=100'

L-46

REVISED BY	DATE REVISED
KEA NEEDS	--

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Gibbons

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 9:21:22 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_46.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054619118

+50.00
Beg CIR
& RHMA-G OVERLAY [2]

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" 1650+82.13 PI

MATCH LINE (L-46)

PM 30.95 PM 31.00 PM 31.05 PM 31.10 PM 31.15 PM 31.20 PM 31.25 PM 31.30 PM 31.35 PM 31.40 PM 31.45

1655 1660 1665 1670 1675 1680

ROUTE 127

50.00' Lt "LOL (A)" +59.97
FEDERAL LAND TRANSFER POINT

APN 054619107

MATCH LINE (L-48)

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

APN 054619118

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' Rt "LOL (A)" +42.85
FEDERAL LAND TRANSFER POINT

APN 054619107

LAYOUT

SCALE 1"=100'

L-47

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
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FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:24:02 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_47.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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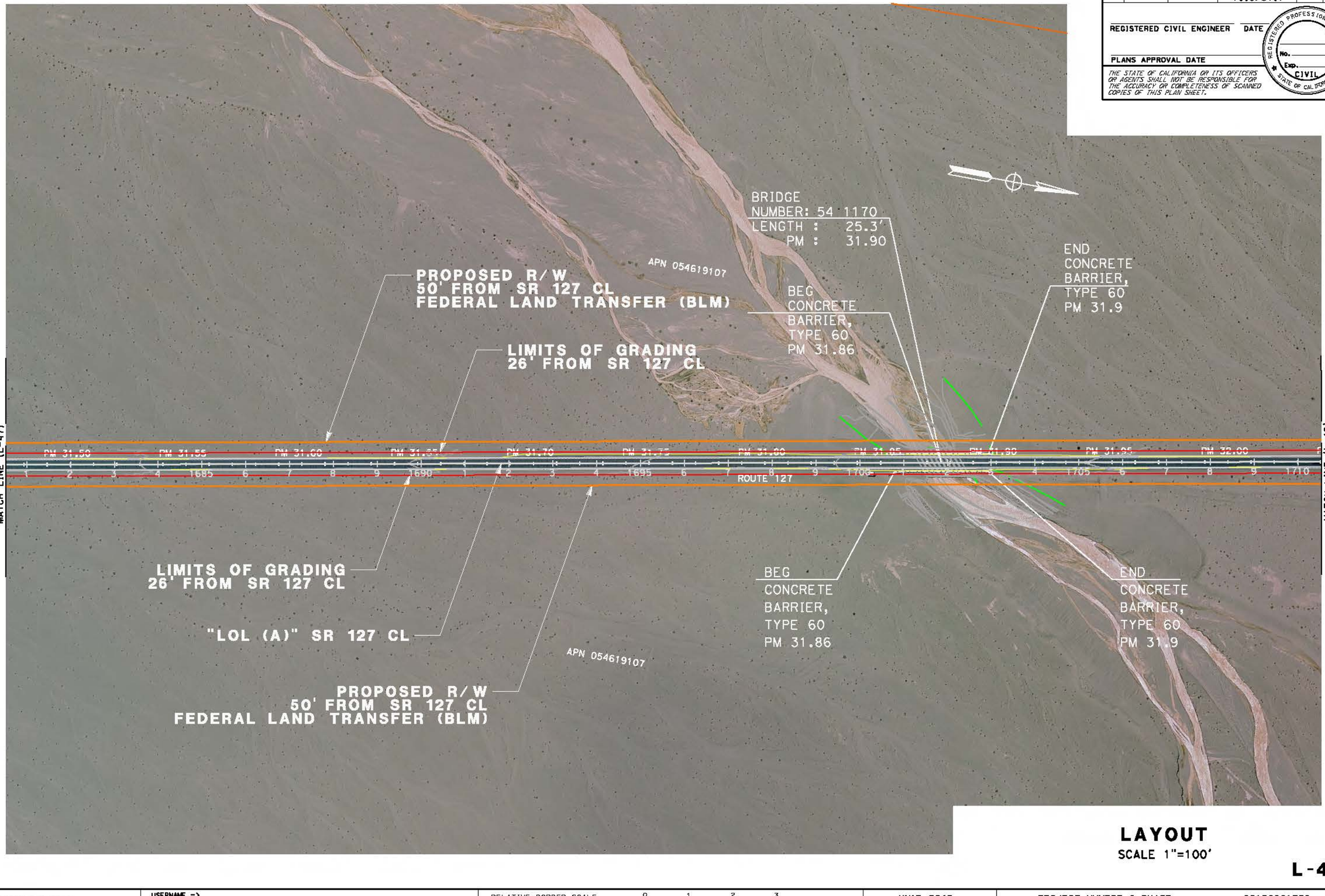


LAYOUT
SCALE 1"=100'

L-48

REVISED BY	DATE REVISED
KEA NEEDS	--

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 9:26:47 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_48.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

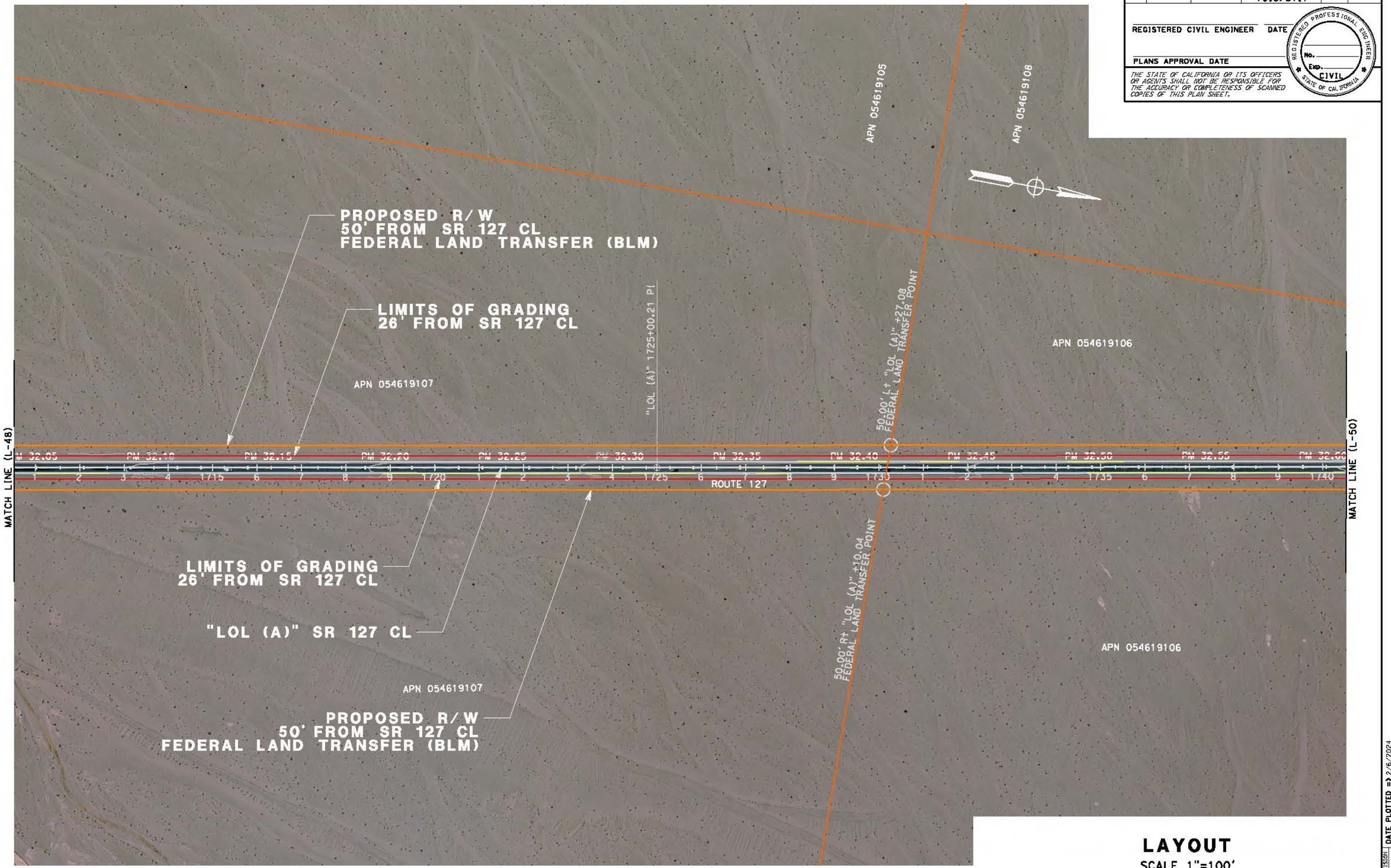
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE 1"=100'

L-49

REVISED BY	DATE REVISED
KEA NEEDS	--

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 9:29:28 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_49.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054619105

APN 054619106

"LOL (A)" 1741+81.80 PI

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' Lt "LOL (A)" +04.77
FEDERAL LAND TRANSFER POINT

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-49)

PM 32.65 PM 32.70 PM 32.75 PM 32.80 PM 32.85 PM 32.90 PM 32.95 PM 33.00 PM 33.05 PM 33.10 PM 33.15

1745 1750 1755 1760 1765 1770

MATCH LINE (L-51)

ROUTE 127

APN 054619105

"LOL (A)" SR 127 CL

LIMITS OF GRADING
26' FROM SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054619106

50.00' Rt "LOL (A)" +99.54
FEDERAL LAND TRANSFER POINT

LAYOUT

SCALE 1"=100'

L-50

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION 00-00-00 DATE PLOTTED => 2/6/2024 TIME PLOTTED => 9:32:14 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_50.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APN 054619105

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' Rt "LOL (A)" ±76.01
FEDERAL LAND TRANSFER POINT

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054618120

MATCH LINE (L-50)

PM 33.20 PM 33.25 PM 33.30 PM 33.35 PM 33.40 PM 33.45 PM 33.50 PM 33.55 PM 33.60 PM 33.65 PM 33.70 PM

1 2 3 4 1775 6 7 8 9 1780 1 2 3 4 1785 6 7 8 9 1790 1 2 3 4 1795 6 7 8 9 1800

ROUTE 127

MATCH LINE (L-52)

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' Rt "LOL (A)" ±57.96
FEDERAL LAND TRANSFER POINT

"LOL (A)" SR 127 CL

APN 054618125

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054619106

APN 054618125

LAYOUT

SCALE 1"=100'

L-51

REVISED BY			
DATE REVISED			
CALCULATED-DESIGNED BY	KEA NEEDS		
CHECKED BY	--		
FUNCTIONAL SUPERVISOR	DANNY PHENG		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 9:35:02 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_51.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

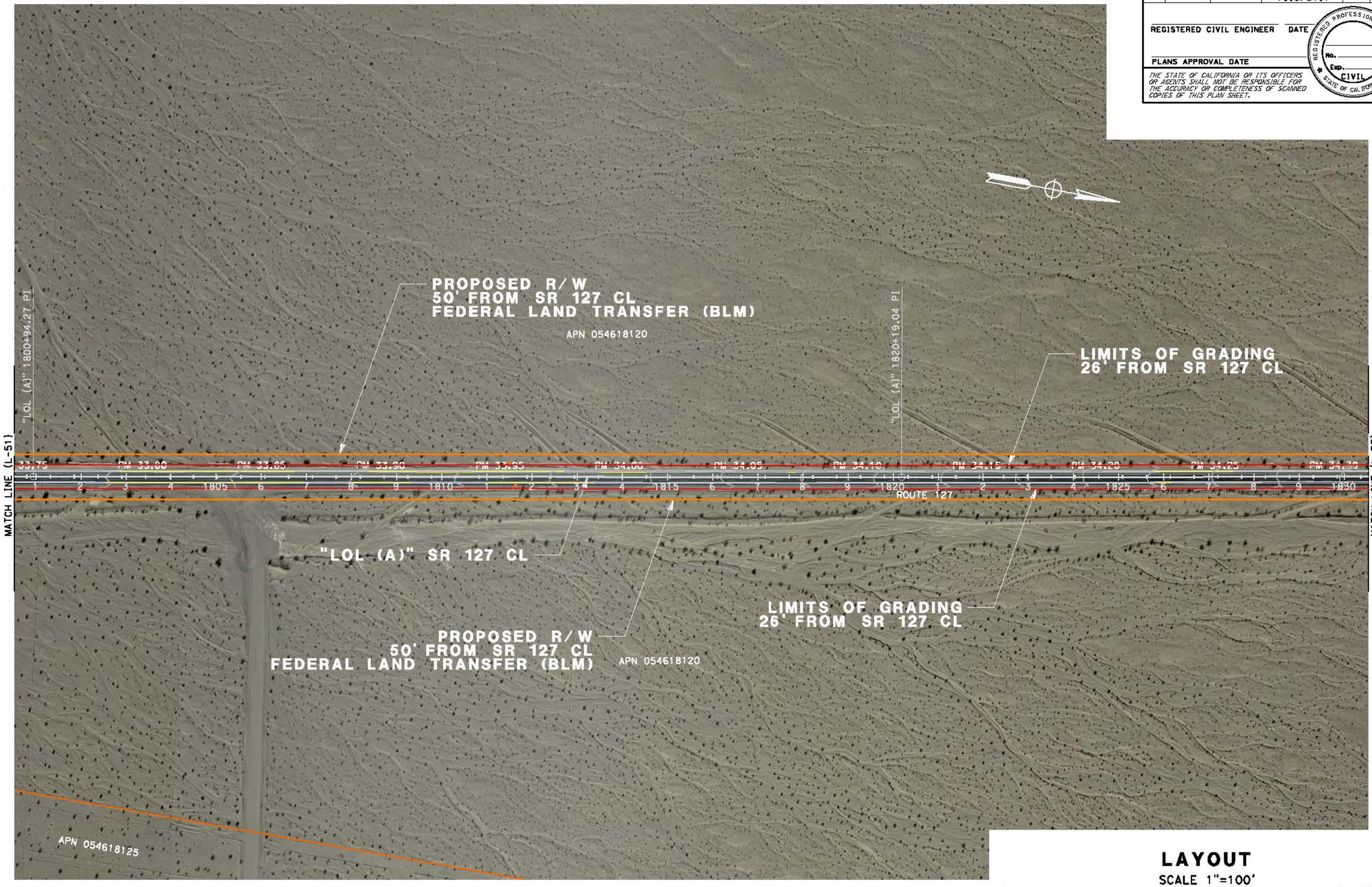
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE 1"=100'

L-52

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 9:37:55 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_52.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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APN 054618120

APN 054618117

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' L+ "LOL (A)" +26.59
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1843+28.01 PI

MATCH LINE (L-52)

PM 34.35 PM 34.40 PM 34.45 PM 34.50 PM 34.55 PM 34.60 PM 34.65 PM 34.70 PM 34.75 PM 34.80 PM 34.85

1835 1840 1845 1850 1855 1860

ROUTE 127

MATCH LINE (L-54)

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054618117

APN 054618120

50.00' R+ "LOL (A)" +08.73
FEDERAL LAND TRANSFER POINT

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LAYOUT

SCALE 1"=100'

L-53

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	
FUNCTIONAL SUPERVISOR	DANNY PHENG		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

LAST REVISION DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:40:52 AM
00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_53.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054618117

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-53)

PM 34.90 PM 34.95 PM 35.00 PM 35.05 PM 35.10 PM 35.15 PM 35.20 PM 35.25 PM 35.30 PM 35.35 PM 35.40

1865 1870 1875 1880 1885 1890

ROUTE 127

MATCH LINE (L-55)

"LOL (A)" SR 127 CL

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054618117

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LAYOUT
SCALE 1"=100'

L-54

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEA NEEDS
CHECKED BY: --

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION: 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:43:48 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_54.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

APN 054618108

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

50.00' L+ "LOL (A)" +91.72
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1895+04.04 PI

MATCH LINE (L-54)

PM 35.50 PM 35.55 PM 35.60 PM 35.65 PM 35.70 PM 35.75 PM 35.80 PM 35.85 PM 35.90 PM 35.95 PM 36.00

1895 1900 1905 1910 1915 1920

ROUTE 127

MATCH LINE (L-56)

"LOL (A)" SR 127 CL

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054618108

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' R+ "LOL (A)" +75.02
FEDERAL LAND TRANSFER POINT

LAYOUT

SCALE 1"=100'

L-55

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

KEA NEEDS

--

FUNCTIONAL SUPERVISOR

DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Gibbons

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:46:30 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_55.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

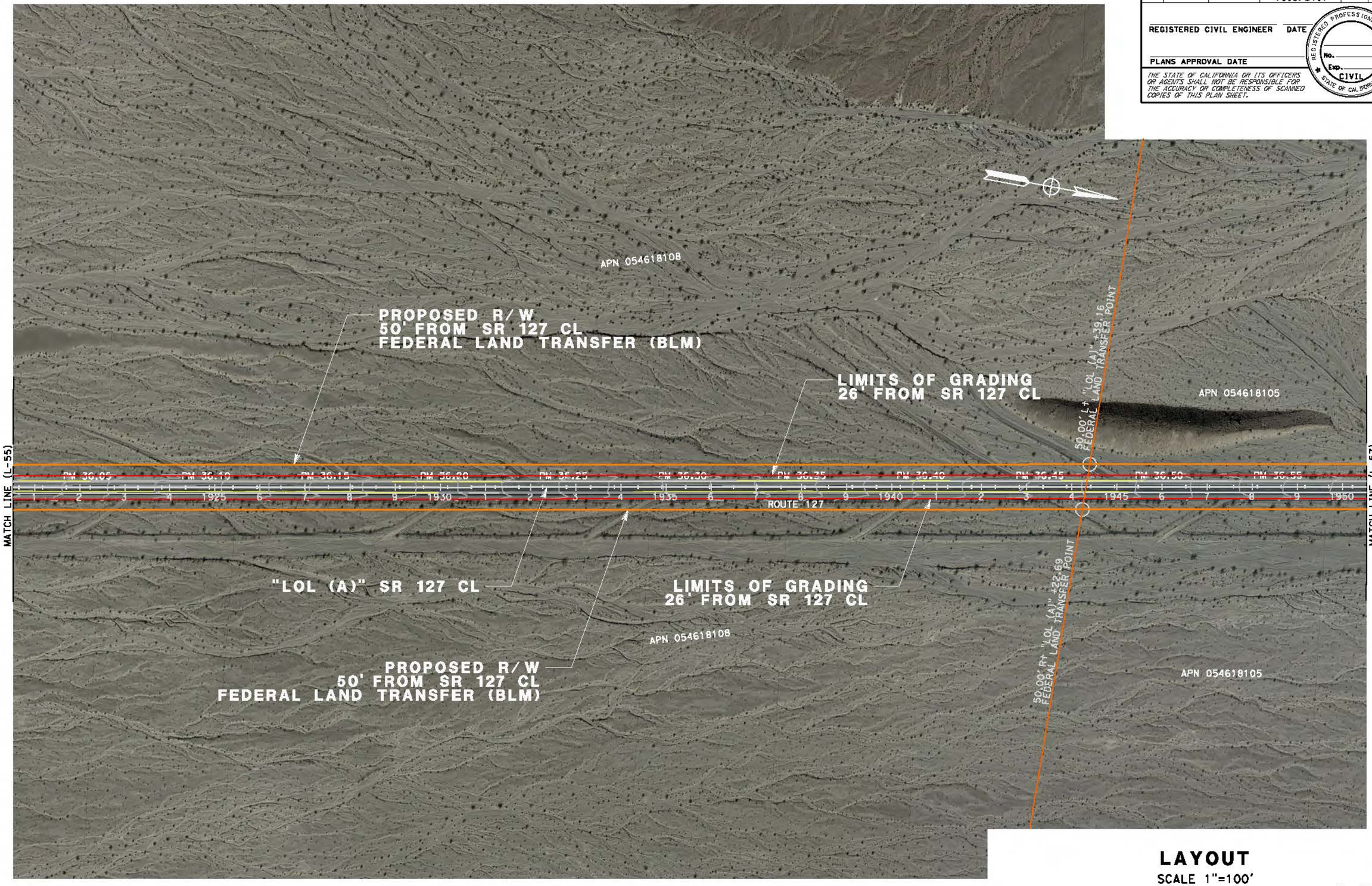
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



LAYOUT

SCALE 1"=100'

L-56

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DANNY PHENG

CALCULATED-DESIGNED BY: KEA NEEDS

CHECKED BY: --

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 2/6/2024

TIME PLOTTED => 9:49:02 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\10200_Sbd 127_56.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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APN 054618105

"LOL (A)" 1958+44.72 PI

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

LIMITS OF GRADING
26' FROM SR 127 CL

MATCH LINE (L-56)

PM 36.60 PM 36.65 PM 36.70 PM 36.75 PM 36.80 PM 36.85 PM 36.90 PM 36.95 PM 37.00 PM 37.05 PM 37.10 PM 37.

1 2 3 4 1955 6 7 8 9 1960 1 2 3 4 1965 6 7 8 9 1970 1 2 3 4 1975 6 7 8 9 1980

ROUTE 127

MATCH LINE (L-58)

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054618105

LAYOUT

SCALE 1"=100'

L-57

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Gibson

LAST REVISION 00-00-00 DATE PLOTTED => 2/6/2024 TIME PLOTTED => 9:51:53 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_57.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054618105

SR127 "A" LINE

LIMITS OF GRADING
26' FROM SR 127 CL

APN 054617120

"LOL (A)" 1997+03.91 BC

50.00' Lt "LOL (A)" +29.84
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1999+62.74 EC

"LOL (A)" 2001+51.34 PI

50.00' Lt "LOL (A)" +35.66
FEDERAL LAND TRANSFER POINT

MATCH LINE (L-57)

PM 37.20 PM 37.25 PM 37.30 PM 37.35 PM 37.40 PM 37.45 PM 37.47 PM 37.50 PM 37.55 PM 37.60 PM 37.65 PM 37.70

1985 1990 1995 2000 2005

ROUTE 127

MATCH LINE (L-59)

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

APN 054618105

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' Rt "LOL (A)" +07.15
FEDERAL LAND TRANSFER POINT

+36.00
END CIR
& RHMA-G OVERLAY [2]

50.00' Rt "LOL (A)" +35.66
FEDERAL LAND TRANSFER POINT

END CONSTRUCTION LIMIT
TEMPORARY GIS
BASED ALIGNMENT
APPROX. PM 37.7

APN 054617120

LAYOUT

SCALE 1"=100'

L-58

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY	
CHECKED BY	--	DATE REVISED	

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION DATE PLOTTED => 2/6/2024
00-00-00 TIME PLOTTED => 9:54:28 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\10200_Sbd 127_58.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

APN 054618105

SR127 "A" LINE

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" 1997+03.91 BC

50.00' L+ "LOL (A)" +29.84
FEDERAL LAND TRANSFER POINT

"LOL (A)" 1998+62.74 EC

APN 054617120

"LOL (A)" 2007+51.34 PI

50.00' L+ "LOL (A)" +35.66
FEDERAL LAND TRANSFER POINT

MATCH LINE (L-57)

PM 37.20 PM 37.25 PM 37.30 PM 37.35 PM 37.40 PM 37.45 PM 37.47 PM 37.50 PM 37.52 PM 37.55 PM 37.60 PM 37.65 PM 37.70

1985 1990 1995 2000 2005

ROUTE 127

MATCH LINE (L-59)

LIMITS OF GRADING
26' FROM SR 127 CL

"LOL (A)" SR 127 CL

APN 054618105

PROPOSED R/W
50' FROM SR 127 CL
FEDERAL LAND TRANSFER (BLM)

50.00' RT "LOL (A)" +07.15
FEDERAL LAND TRANSFER POINT

+36.00
END CIR
& RHMA-G OVERLAY [2]

END CONSTRUCTION LIMIT
TEMPORARY GIS
BASED ALIGNMENT
APPROX. PM 37.7

APN 054617120

50.00' RT "LOL (A)" +35.66
FEDERAL LAND TRANSFER POINT

LAYOUT

SCALE 1"=100'

L-58

CALCULATED-DESIGNED BY			
CHECKED BY			
KEA NEEDS	REVISED BY		
--	DATE REVISED		

FUNCTIONAL SUPERVISOR: DANNY PHENG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => 2/6/2024
TIME PLOTTED => 9:54:28 AM

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\16200_Sbd 127_58.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE 08150001730

Appendix B Title VI/Non-Discrimination Policy Statement

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2023

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.*"

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

Appendix C Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) will be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Permit Type	Agency	Date Received	Expiration	Notes
N/A	USFWS	8/20/2024		Desert Tortoise Programmatic Biological Opinion (DTPBO)

Date of ECR: 12/03/2024

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
(SBD-127 Near Baker Pavement Rehabilitation)

08-SBd-127
PM L0.0/3.0, 10.5/37.7

EA 08-1G200
PN: 0815000173
Generalist: Diana DeGroot
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
CUL-1: During construction, it is possible that previously undiscovered cultural resources could be encountered by construction activities. If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	N/A	District Environmental Cultural Resources	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Construction	SSP 14-2.03A				

Date of ECR: 12/03/2024

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

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							Date / Initials	YES	NO
CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 501-5142 and Julie Scrivner, DNAC: (909) 260-8265. Further provisions of PRC	N/A	District Environmental Cultural Resources	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Construction	SSP 14-2.03A				

Date of ECR: 12/03/2024

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

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							Date / Initials	YES	NO
5097.98 are to be followed as applicable.									
Bio-General-1: Equipment Staging, Storing & Borrow Sites All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.	61	Natural Environment Study (Minimal Impacts). Revised June 14, 2024.	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03B				
Bio-General-7: Worker Environmental Awareness Program (WEAP) A qualified biologist must present a biological resource information program/WEAP prior to project activities to all personnel that will be present	61	Natural Environment Study (Minimal Impacts). Revised June 14, 2024.	District Biological Studies/ Contractor	Pre-Construction/ Construction					

Date of ECR: 12/03/2024

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
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							Date / Initials	YES	NO
within the project limits for longer than 30 minutes at any given time.									
Bio-General-8: Biological Monitor A qualified biologist must monitor project activities daily to ensure measures are being implemented and documented.	61	Natural Environment Study (Minimal Impacts). Revised June 14, 2024.	District Biological Studies/ Contractor	Pre-Construction/ Construction					
Bio-General-12: Animal Entrapment To prevent inadvertent entrapment of special status reptile species during project activities, all excavated steep-walled holes or trenches more than 12 inches in depth must	61	Natural Environment Study (Minimal Impacts). Revised June 14, 2024.	District Design / Resident Engineer / Contractor	Pre-Construction/ Construction					

Date of ECR: 12/03/2024

Project Phase:
☒ PA/ED (*DED/FED*)
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							Date / Initials	YES	NO
be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist.									

Date of ECR: 12/03/2024

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							Date / Initials	YES	NO
NOI-1: Construction of the project will be conducted in accordance with Section 14-8.02, "Noise Control," of Caltrans' Standard Special Provisions (SSP) and any local noise ordinances, which may be more restrictive than the requirements stated in SSP-14-8.02.		Environmental Study Request Revision #1 Memorandum – Noise. Updated March 19, 2024.	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction	SSP-14-8.02.				
NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommend by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.		Environmental Study Request Revision #1 Memorandum – Noise. Updated March 19, 2024.	District Design / District Environmental Engineering / Resident Engineer / Contractor	Pre-Construction/ Construction					

Date of ECR: 12/03/2024

Project Phase:
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☐ PS&E Submittal_____ %
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(SBD-127 Near Baker Pavement Rehabilitation)

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							Date / Initials	YES	NO
HAZ-1: Earth Material Containing Lead – Requires a Lead Compliance Plan (LCP) for soil disturbance when lead concentrations are non-hazardous.	N/A	Initial Site Assessment (ISA) Checklist. Updated May 16, 2024.	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP 7-1.02K(6)(j)(iii)				
HAZ-2: Treated Wood Waste Wood removed from guardrail, thrie beam barrier, or roadside sign is treated wood waste. Use if project will generate treated wood waste.	N/A	Initial Site Assessment (ISA) Checklist. Updated May 16, 2024.	District Design / District Environmental Engineering / Resident Engineer / Contractor		SSP 14-11.14				
HAZ-3: Residue contain lead from grinding or cold planning from paint and thermoplastic	N/A	Initial Site Assessment (ISA) Checklist.	District Design / District Environmental Engineering / Resident		SSP 36-4				

Date of ECR: 12/03/2024

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

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							Date / Initials	YES	NO
– Requires a Lead Compliance Plan (LCP).		Updated May 16, 2024.	Engineer / Contractor						
VIS-1 Replace large shrubs and trees removed due bike lane work at a 3:1 ratio.	N/A	Visual Impact Assessment Memorandum (VIA Memo). June 26, 2024.	District Design / District Landscape Architecture / Resident Engineer / Contractor	Design/Construction					
VIS-2: Avoid work under tree canopies to preserve existing trees.	N/A	Visual Impact Assessment Memorandum (VIA Memo). June 26, 2024.	District Design / District Landscape Architecture / Resident Engineer / Contractor	Construction					
VIS-3: No equipment, material storage, or vehicles	N/A	Visual Impact Assessment Memorandum (VIA	District Design / District Landscape Architecture /	Construction					

Date of ECR: 12/03/2024

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD (SBD-127 Near Baker Pavement Rehabilitation)

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							Date / Initials	YES	NO
are allowed under tree dripline.		Memo). June 26, 2024.	Resident Engineer / Contractor						
VIS-4: Disturbed soil shall be seeded with a California native seed mix.	N/A	Visual Impact Assessment Memorandum (VIA Memo). June 26, 2024.	District Design / District Landscape Architecture / Resident Engineer / Contractor	Design/Construction					
VIS-5: Protect vegetation outside of grading limits and contractor use areas with temporary fencing.	N/A	Visual Impact Assessment Memorandum (VIA Memo). June 26, 2024.	District Design / District Landscape Architecture / Resident Engineer / Contractor	Design/Construction					

Date of ECR: 08/20/2024

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD (SBD-127 Near Baker Pavement Rehabilitation)

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							Date / Initials	YES	NO
contractor use areas with temporary fencing.		Memo). June 26, 2024.	Resident Engineer / Contractor						

Appendix D Official Species Lists

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To: 12/02/2024 23:55:17 UTC
Project Code: 2024-0069149
Project Name: 08-1G200 Pavement Rehabilitation

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

https://www.fws.gov/service/esa-section-7-consultation

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

PROJECT SUMMARY

Project Code: 2024-0069149
Project Name: 08-1G200 Pavement Rehabilitation
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The California Department of Transportation (Caltrans), District 08, proposes to rehabilitate pavement and shoulder backing, on State Route 127 (SR-127) in San Bernardino County. The proposed scope of work for the project will address multi-objective priorities for overall transportation needs in and near the City of Baker including the following Assets:
The width of existing R/W varies from 50’ to 100’ in segment 1 (PM L0.0/3.0). The state has prescriptive R/W in segment 2 (PM 10.5/37.7). There is no controlled access along the segment 2 of SR-127.
1. Pavement - Capital Preventive Maintenance (CAPM) strategy to extend life of the existing pavement and to improve ride quality by:
(i) Cold-in-place recycling 0.35’ and overlaying 0.20’ of Rubberized Hot Mix Asphalt (RHMA-G).
(ii) providing pavement tapered edges; &
(iii) 3' wide shoulder backing on both sides of the highway.
2. Safety - Replace existing guardrail with concrete barrier, type 60 at the Amargosa River Bridge, Bridge No. 54-1170.
3. Multi-modal Supplementary Assets:
(i) Construct (2) 6-foot-wide pedestrian pathways and 4-foot-wide shoulders for bicycle use (Class II Bike Lane) from Baker Boulevard (PM 0.02) to Schoolhouse Lane (PM 0.64) / (PM 0.83) within the community of Baker.
(ii) Construct (4) ADA curb ramps and install four enhanced visibility crosswalks at the SR-127/Baker Blvd intersection.
(iii) Restripe the pavement, enhance traffic delineations, and replace and upgrade damaged sign panels along SR-127 as per California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicles, bicycles and pedestrians.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@35.52870575,-116.17952529366492,14z



Counties: Inyo and San Bernardino counties, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Amargosa Vole *Microtus californicus scirpensis*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/7963

BIRDS

NAME	STATUS
Southwestern Willow Flycatcher *Empidonax traillii extimus*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/6749

REPTILES

NAME	STATUS
Desert Tortoise *Gopherus agassizii*	Threatened

Population: Wherever found, except AZ south and east of Colorado R., and Mexico
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/4481

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

FLOWERING PLANTS

NAME	STATUS
Spring-loving Centaury *Centaurium namophilum*	Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/5559

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency:	California Department of Transportation District 8
Name:	Michael Grimes
Address:	464 W 4th Street
Address Line 2:	Biological Studies and Surveys MS-822
City:	San Bernardino
State:	CA
Zip:	92401
Email	michael.grimes@dot.ca.gov
Phone:	9094721081

Appendix E List of Technical Studies

Environmental Study Request Revision #1 Memorandum – Air Quality. Updated March 19, 2024.

Environmental Study Request Revision #1 Memorandum – Noise. Updated March 19, 2024.

Initial Site Assessment (ISA) Checklist. Updated May 16, 2024.

Natural Environment Study (Minimal Impacts). Revised June 14, 2024.

Historic Property Survey Report. Supplemental June 18, 2024.

Hydraulics Memorandum. June 12, 2024

Visual Impact Assessment (VIA) Memorandum. June 26, 2024.

Appendix F List of Acronyms and Abbreviations

ACEC Area of Critical Environmental Concern

ACHP Advisory Council on Historic Preservation

ADI Area of Direct Impact

APE Area of Potential Effects

ARARs Applicable or Relevant and Appropriate Requirements

ASR Archaeological Survey Report

BLM Bureau of Land Management

BMPs Best Management Practices

BSA Biological Study Area

Caltrans California Department of Transportation

CEQA California Environmental Quality Act

CERCLA Comprehensive Environmental Response, Compensation and Liability Act

CERFA Community Environmental Response Facilitation Act

CFR Code of Federal Regulations

CO Carbon Monoxide

CSB Contractor Supplied Biologist

CWA Clean Water Act

DSA Disturbed Soil Area

DT Desert Tortoise

DTSC Department of Toxic Substances Control

EA Environmental Assessment

EIS Environmental Impact Statement

EO Executive Order

EO 11990 Executive Order for the Protection of Wetlands

FEMA Federal Emergency Management Agency

FESA Federal Endangered Species Act

FHWA Federal Highway Administration

FIFRA Federal Insecticide, Fungicide, and Rodenticide Act

FONSI Finding of No Significant Impact

FTIP Federal Transportation Improvement Program

Guidelines Section 404 (b)(1) Guidelines

H&SC Health and Safety Code

HPSR Historic Property Survey Report

ISA Initial Site Assessment

LEDPA least environmentally damaging practicable alternative

MBTA Migratory Bird Treaty Act

MLD Most Likely Descendent

MS4s Municipal Separate Storm Sewer Systems

NAHC Native American Heritage Commission

NCP National Oil and Hazardous Substances Pollution Contingency Plan

NEPA National Environmental Policy Act

NESMI Natural Environment Study Minimal Impacts

NHPA National Historic Preservation Act

NMFS National Marine Fisheries Service

NOA Notice of Availability

NOAA Fisheries Service National Marine Fisheries Service

NPDES National Pollutant Discharge Elimination System

NRHP National Register of Historic Places

OHWM ordinary high water mark

OSHA Occupational Safety & Health Act

PA Programmatic Agreement

PBO Programmatic Biological Opinion

PDT Project Development Team

PLACs permits, licenses, agreements, and certifications

PIA Project Impact Area

PM Post Mile

PRC Public Resources Code

RAP Relocation Assistance Program

RCRA Resource Conservation and Recovery Act

RWQCBs Regional Water Quality Control Boards

SCAG Southern California Association of Governments

SCCIC South Central Coastal Information Center

SDC Seismic Design Criteria

SHOPP State Highway Operation and Protection Program

SHPO State Historic Preservation Officer

SR-127 State Route 127

SSP Standard special provision

SWMP Storm Water Management Plan

SWPPPs Storm Water Pollution Prevention Plans

SWRCB State Water Resources Control Board

TASAS Traffic Accident Surveillance and Analysis System

TMDLs Total Maximum Daily Loads

TSCA Toxic Substances Control Act

U.S. United States

U.S. EPA U.S. Environmental Protection Agency

Uniform Act Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended

USACE U.S. Army Corps of Engineers

USC United States Code

USDA United States Department of Agriculture

USFWS U.S. Fish and Wildlife Service

WDR Waste Discharge Requirements

WPCP Water Pollution Control Program