INITIAL STUDY

CA FLAP PLU 406(1) Quincy Junction Road Project

Prepared by:
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Project No. 185706849

Prepared for:
Plumas County Department of Public Works
1834 East Main Street
Quincy, CA 95971



April 2025

PLUMAS COUNTY
ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** CA FLAP PLU 406(1) Quincy Junction Road Project (project)
2. Lead agency name and address:

   Plumas County (County)
   Department of Public Works
   1834 East Main Street
   Quincy, CA 95971

3. Contact Person and Phone Number:

   Robert Thorman
   Director, Plumas County Public Works Department
   Phone: (530) 283-6268
   Email: robthorman@countyofplumas.com

4. Project Location:

   The project is approximately 1.4 miles northeast of the town of Quincy, Plumas County, California. It includes 1.0 mile of Quincy Junction Road from Bell Lane to Chandler Road. The project area is located in the *Quincy, California* United States Geological Survey 7.5-minute topographic quadrangle within Section 7 of Range 10E and Section 12 of Range 9E of Township 24N.

5. Project Sponsor's Name and Address:

   Ryan Mathis, Project Manager
   Federal Highway Administration
   12300 W. Dakota Ave., Suite 380
   Lakewood, CO 80228

6. General Plan Designation:
   - Agricultural (A)
   - Multi-Family Residential (MF)
   - Single Family Residential (SF)

7. Zoning:
   - Agricultural Preserve (AP) – Under Williamson Act Contract As Non-Prime Farmland
   - Secondary Suburban (S-3)
   - Suburban (S-1)
   - Special Plan Scenic Area (SP-ScA)
   - Farm Animal Combining Zone (F)
   - Mobile Home Combining Zone (MH)

8. Description of Project:

The Federal Highway Administration, Central Federal Lands Highway Division (FHWA-CFLHD), in cooperation with the Plumas County Department of Public Works (County), is proposing the CA FLAP PLU 406(1) Quincy Junction Road Project (project) (Figure 1).

The project includes roadway improvements and widening of approximately 1.0 mile of Quincy Junction Road from Bell Lane to Chandler Road (Figure 2). The roadway would be widened to a paved width of 30 feet, which allows for two 11-foot-wide travel lanes and 4-foot-wide shoulders on each side. The project also includes the rehabilitation of the existing pavement, minor drainage improvements, utility relocations, and new cut/fill slopes. Pavement rehabilitation is anticipated to be a full-depth reclamation method, where the existing roadway material would be pulverized and blended in place, compacted, and then new asphalt concrete pavement would be placed over the full-depth reclamation material. Approach roads and driveways would be resurfaced or paved to transition and match the new roadway conditions. Rock cut slopes are anticipated through the middle section of the project area to minimize the extent of adjacent property impacts due to the existing steep slopes. Clear zone improvements are anticipated with the addition of the 4-foot shoulder, but improvements beyond that may be isolated to limit impacts on adjacent properties. New pavement markings and safety signage would also be installed.

Proposed drainage improvements include replacement of approximately 14 existing roadway culverts, installation of new culverts where needed to accommodate roadway widening and transitions to existing driveways, and graded roadway ditches to facilitate proper drainage. The existing box culvert at Clear Creek, a tributary to Greenhorn Creek, would be replaced with a hydraulically equivalent culvert to accommodate the roadway widening. Culverts that contain water at the time of construction would be dewatered prior to replacement. Due to excellent visibility and a short length across the Greenhorn Creek bridge, the proposed roadway shoulder would taper to match the narrower existing bridge shoulder to avoid impacts on the existing structure. Advance warning traffic signs would be installed at this location to advise roadway users of the narrower shoulder. No work in Greenhorn Creek is proposed.

The estimated area of disturbance (project area) is approximately 8.13 acres encompassing the existing road, adjacent areas subject to disturbance, and staging areas along the road.

Construction of the proposed road improvements is scheduled for 2026 and would last one construction season, with work likely starting in spring and finishing in fall. Work in aquatic habitats (culvert replacement and cleaning, headwall extension, and riprap placement at culvert inlet and outlets) would be confined to the low-flow season between July 15 and October 31. No night work is proposed for the project. The construction timing is subject to change based on the availability of funding and receipt of approvals for the project. Traffic delays and short-term road closures are anticipated, with traffic delays being limited to 30 minutes or less. A short-term road closure of approximately three weeks is anticipated for replacement of the Clear Creek box culvert. A traffic detour would be provided during the full road closure at the creek crossing. The detour for through traffic would direct drivers along Chandler Road east to State Route 70 to Lee Road to Bell Lane. Advance notice would be provided for through traffic on Quincy Junction Road.

Existing right-of-way for Quincy Junction Road in the project corridor varies between approximately 60 feet to 100 feet. One partial, permanent right-of-way acquisition is anticipated at the corner of Bell Lane and Quincy Junction Road for widening for the road shoulder. The remainder of the permanent roadway improvements associated with the project would be within

the existing Plumas County right-of-way. Temporary construction easements will be acquired on 11 parcels along Quincy Junction Road at Bell Road, Clear Creek Road, and Chandler Road to provide for construction access and temporary disturbances outside of the right-of-way. No temporary or permanent relocations of utilities are required.

FHWA-CFLHD would retain a construction contractor for the project. The contractor would be responsible for implementing standard construction practices and best management practices (BMPs) in accordance with FHWA's Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (FP-14) and Special Contract Requirements specific to this project, and for complying with applicable permits and authorizations, including the environmental commitments identified for this project.

The project is federally funded through the Federal Lands Access Program (FLAP), with financing allocated from the Federal Highway Trust Fund. FHWA-CFLHD will be preparing National Environmental Policy Act (NEPA) documentation (Categorical Exclusion) for the project.

9. Surrounding Land Uses and Setting:

   The project area is in the American Valley, in the Sierra Nevada Mountains in Northern California. The project alignment intersects Greenhorn Creek, a perennial stream north of Mill Creek. It is characterized by rural development with farmland at the north and south ends and coniferous forest in the middle. The elevation in the project area is approximately 3,405 feet above sea level at the south end, 3,438 feet above sea level in the center, and 3,425 feet above sea level at the north end.

   The topography along Quincy Junction Road is characterized by a graded road prism that runs through agricultural fields and meadows. Greenhorn Creek flows under a two-lane bridge to cross Quincy Junction Road. The topography along Greenhorn Creek is mostly steep earthen banks with some gravel bars. Downstream of the project area, the stream widens into a floodplain. Most of the upland portions of the project area are converted wet meadows and grasslands that are now maintained for pasture or agriculture.

   Land use in the surrounding area is predominantly agriculture, rural residential development, and mountainous open space. The open grassland areas along Quincy Junction Road are actively managed pastures for grazing horses. The culvert that would be left in place at station 144+40 (Figure 2) flows into a manufactured stock pond to serve the pasturelands in the area. The U.S. Forest Service's Plumas National Forest boundary is about 0.25 mile north of the project area.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

    - Federal Highway Administration, Central Federal Lands Highway Division
    - U.S. Army Corps of Engineers (Sacramento District)
    - California Regional Water Quality Control Board (Central Valley Region 5-Redding)
    - California State Historic Preservation Officer
    - Plumas County Department of Public Works
    - California Highway Patrol
    - California Fish and Wildlife, Region 2

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

    Consultation letters to all the parties on the list of contacts provided by the Native American Heritage Commission (NAHC) were sent out by FHWA-CFLHD on August 30, 2023. Parties receiving letters included representatives of the following:

    - Chairperson Kyle Self of the Greenville Rancheria of Maidu Indians
    - Chairperson Benjamin Clark of the Mooretown Rancheria of Maidu Indians
    - Chairperson Deana Bovee of the Susanville Indian Rancheria
    - Chairperson Don Ryberg of the Tsi Akim Maidu
    - Cultural Director Grayson Coney of the Tsi Akim Maidu
    - Cultural Resources Department, Darrel Cruz, of the Washoe Tribe of Nevada and California
    - Chairperson Serrell Smokey of the Washoe Tribe of Nevada and California

    On September 26, 2023, Chris LaMarr, Tribal Historic Preservation Officer, with the Susanville Indian Rancheria emailed FHWA-CFLHD acknowledging receipt of the FHWA-CFLHD letter and accepting the invitation for consultation. On October 5, 2023, Matthew Hatcher, Tribal Historic Preservation Officer, with the Mooretown Rancheria of Maidu Indians sent a letter to FHWA-CFLHD acknowledging receipt of the FHWA-CFLHD letter initiating consultation and stating that the Mooretown Rancheria is not aware of cultural resources within the area of potential effect (APE). No responses were received from the other tribes that were contacted.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

In accordance with FHWA-CFLHD requirements, Standard Environmental Commitments have been incorporated into the project to protect environmental resources. These Standard Environmental Commitments are a part of the project design and FHWA-CFLHD requirements, but they do not constitute mitigation under CEQA as they have not been incorporated to reduce a potentially significant impact.

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

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

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of the initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR of NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Copies of the Initial Study and related materials and documentation may be obtained at the Plumas County Department of Public Works, 1834 East Main Street, Quincy, CA 95971. Contact Robert Thorman at (530) 283-6268.

Robert Thorman, Director, Plumas County Public Works Department Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the State CEQA Guidelines and is used by Plumas County in its environmental review process. For the preliminary environmental assessment undertaken as part of the preparation of this Initial Study, a

determination that there is a potential for significant effects indicates the need to more fully analyze the impact of the development and to identify mitigation.

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

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

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to less-than-significant levels.

Prior environmental evaluations applicable to all or part of the project site follow:

- Plumas County General Plan

LIST OF APPENDICES/REFERENCES

- Appendix A
  Figure 1 – Project Location
  Figure 2 – Project Design
- Appendix B: Standard and Project-Specific Environmental Commitments

Technical studies prepared for this project are on file at Plumas County Department of Public Works.

AESTHETICS

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

Discussion:

a) **No Impact.** The project area does not contain any scenic vistas. Potentially visible components of the project alignment include existing roads and rural residences. Views both into and from the project area include grazing land and forested land that are visually similar to the area surrounding the project. Project construction and operation would have no impact on a scenic vista.

b) **No Impact.** The project area is not located on or adjacent to a state-designated scenic highway (Caltrans 2018). The nearest state-designated scenic highway is Highway 70, approximately 1.5 miles southwest of the project. There are no documented scenic resources in the immediate project area. Project construction and operation would have no impact on scenic resources. A portion of this project is also within the American Valley Scenic Area as identified by the Plumas County General Plan. This scenic area includes the following land use protection measures: 1. Maintain agricultural, recreation, and rural residential uses. 2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places. 3. Utilize density transfer to maintain open space qualities of existing pasture and meadowlands and to locate rural residential densities away from important scenic structures. 4. Prohibit off-premise advertising signs. This project is not in conflict with any of these land use protection measures.

c) **No Impact.** The existing visual character includes open grazing land, forested land, and rural residential properties. The project would be constructed along an existing road corridor. Project construction and operation would have no impact on existing zoning or affect regulations governing scenic quality.

d) **Less-than-Significant Impact.** Project construction would involve the use of temporary safety and security lighting. Both temporary construction lighting and permanent project lighting would comply with the County General Plan's lighting and night sky standard, which requires lighting to be designed and configured to reduce light pollution, glare, and spillage (Plumas County 2013). Project lighting would be consistent with existing lighting sources used on the road. Potential glare from reflective signage, and pavement striping would be similar to levels emitted

by existing roads. Construction equipment, machinery, and bright-colored traffic control signage could temporarily increase light and glare in the project area during construction. Operational and construction impacts on day or nighttime views in the area because of project lighting would be less than significant.

Documentation:

- California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Available at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed November 26, 2024).
- Plumas County. 2013. General Plan 2035. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=

Mitigation:

No project-specific mitigation is required under this subject.

AGRICULTURAL / FORESTRY RESOURCES

II. AGRICULTURE /FORESTRY RESOURCES: *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion:

a) **No Impact.** No designated farmlands occur in the project area or vicinity (California Department of Conservation 2024). The project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) **No Impact.** Several parcels in the project area are enrolled in the Williamson Act as non-prime farmland (CDC 2022a) In addition, a portion of the project is zoned for agricultural use; however, the project would occur in the existing road right-of-way with Temporary Construction Easements on 11 parcels involving only minimal temporary disturbance outside the existing road right-of-way. The project and associated construction activities would not conflict with current uses (CDC 2022b; Plumas County 2013). The project would have no impact on zoning for agricultural use.

c) **No Impact.** The project would not cause rezoning of forestland, timberland, or timberland zoned for timber production. The project area is not zoned for timber production or as forest land (Plumas County 2013).

d) **No Impact.** The project area does not include any designated forest land (Plumas County 2013). The project would not convert any forest land to non-forest uses and would not result in the loss of forest lands.

e) **No Impact.** The project would have no direct or indirect impacts on farmland.

Documentation:

- California Department of Conservation (CDC). 2022a. California Williamson Act Enrollment Finder. Available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. (accessed January 14, 2024).
- California Department of Conservation (CDC). 2022b. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/dlrp/ciff/ (accessed January 8, 2024)
- Plumas County. 2013. Plumas County General Plan, Land Use Element. Available at https://www.plumascounty.us/479/Plumas-County-General-Plan.

Mitigation:

No project-specific mitigation is required under this subject.

AIR QUALITY

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

Discussion:

a) **No Impact.** Plumas County is the northernmost county in the Mountain Counties Air Basin. The Northern Sierra Air Quality Management District (NSAQMD) regulates air quality conditions within the Mountain Counties Air Basin. As summarized in Table AQ-1, Plumas County is designated as "unclassified" or "attainment" for all federal and state ambient air quality standards, including ozone, inhalable particulate matter (PM) 2.5 microns ($PM_{2.5}$); carbon monoxide (CO); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); and lead, but is in "nonattainment" for state ambient standards for PM10 microns (PM_{10}) (Table AQ-1) (CARB 2023).

Table AQ-1. 2023 State and Federal Air Quality Attainment Status for Plumas County

Criteria Pollutants	State Designation	Federal Designation
Ozone	Attainment	Unclassifiable/Attainment
Particulate matter less than 10 microns in aerodynamic diameter (PM_{10})	Nonattainment	Unclassifiable
Particulate matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$)	Attainment	Unclassifiable/Attainment
Carbon monoxide (CO)	Attainment	Unclassifiable/Attainment
Nitrogen dioxide (NO_2)	Attainment	Unclassifiable/Attainment
Sulfur dioxide (SO_2)	Attainment	Unclassifiable/Attainment
Sulfates	Attainment	—
Lead	Attainment	Unclassifiable/Attainment
Hydrogen Sulfide	Unclassified	—
Visibility Reducing Particles	Unclassified	—

Source: California Air Resources Board 2023

Air quality data are collected from three air quality monitoring stations located in Portola, Quincy, and Chester. Major sources of particulate matter in the county are unpaved road dust, prescribed burning, and residential burn piles and woodstoves. The NSAQMD is the agency primarily responsible for making sure that federal and state ambient air quality standards are not exceeded and that air quality conditions are maintained.

The relatively narrow linear footprint of the project would limit the extent of construction, including the types and numbers of equipment used. Any project that generates vehicle trips has the potential to incrementally contribute to bad air quality. During construction, equipment would be contained within localized areas or along specific routes, and emissions would be temporary (i.e., confined to short-term grading and construction activities). The operation of project construction equipment would result in limited temporary emissions of Reactive Organic Gases (ROG) and oxides of nitrogen (NOx), which are ozone precursors. Earth-moving activities could increase localized levels of fugitive dust and $PM_{2.5}$ and PM_{10}. Localized PM is generated during site grading, excavation, and exhaust from construction equipment.

Construction emissions of ROG, NO_x, and PM_{10} are anticipated to be minimal but consistent with the policies and goals of air quality plans. FHWA-CFLHD Standard Environmental Commitments would be implemented to minimize fugitive dust during construction (Appendix B, Table 1-1, SC-13, SC-16, SC-19). The project would not conflict with or obstruct air quality plans and would, therefore, have no impact.

b) **Less-than-Significant Impact.** Plumas County is in nonattainment for $PM_{10.}$ Even with application of measures to reduce emissions for individual projects, cumulative impacts are

unavoidable for particulate emissions. Vehicle trips, whether during construction or operation, have the potential to incrementally contribute to the problem.

The project's cumulative contribution to criteria pollutants in a nonattainment area would be less than significant with the use of BMPs provided in Appendix B (Table 1-1, SC-13, SC-16, SC-19). The project's net cumulative contribution to criteria pollutants in a nonattainment area would be less than significant.

c) **Less-than-Significant Impact.** Potential air quality impacts on the neighboring residents because of construction emissions would be temporary, localized, and minor. The project involves traffic circulation improvements to an existing road corridor. Construction activities would occur in a linear nature, and no sensitive receptors would be substantially affected for prolonged periods of time. The completed project would not increase the use of internal combustion motor vehicles. No operational emissions, including odor, would result from the project. There are no other sensitive receptors (e.g., hospitals, schools) in the immediate project vicinity. Therefore, impacts would be less than significant.

d) **Less-than-Significant Impact.** Construction activities would involve the use of gasoline or diesel-powered equipment that emit exhaust fumes. Construction could also involve asphalt paving, which has a distinctive odor during application. While persons near the construction work area may find these odors objectionable, emissions would be infrequent, would dissipate rapidly, and would be temporary. The effect of odors generated by project construction on people in or near the project area would be less than significant.

Documentation:

- California Air Resources Board (CARB). 2023. Maps of State and Federal Area Designations. Available at https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed December 9, 2024.
- Plumas County. 2013. Plumas County General Plan, Goal 7.9 Air Quality. Available at https://www.plumascounty.us/479/Plumas-County-General-Plan.

Mitigation:

No project-specific mitigation is required under this subject.

BIOLOGICAL RESOURCES

IV. **BIOLOGICAL RESOURCES**: *Would the project:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		

IV. **BIOLOGICAL RESOURCES**: *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion:

A biological assessment report (BA) and biological survey report (BSR) were prepared to assess the impacts of the project on biological resources in the project area and vicinity (HDR 2024a, HDR 2024b). The analyses presented in the BA and the BSR are based on database reviews, species list reviews, biological field surveys, delineation of aquatic resources, and consultation with relevant agencies. The reports address compliance with regulatory requirements of the federal and state endangered species acts, the Clean Water Act, the Migratory Bird Treaty Act, the Bald and Golden Eagle Protection Act, the Magnuson-Stevens Fishery Conservation and Management Act, the Porter-Cologne Water Quality Control Act, and appurtenant federal executive orders and California Fish and Game Code.

a) **Less than Significant with Mitigation Incorporated**. The project area contains habitat for eight special-status animal species. It also has habitat for six special-status plant species; however, botanical surveys conducted during the species' blooming periods determined the special-status plant species are not present in the project area. Special-status animal species having potential to occur in the project area include:

- Northwestern pond turtle (*Actinemys marmorata*) – Proposed for Federally Listing as Threatened; State Species of Special Concern
- Foothill yellow-legged frog (*Rana boylii*) – Federal and State Listed as Threatened
- Greater sandhill crane (*Antigone canadensis tabida*) State Listed as Threatened, Fully Protected
- Willow flycatcher (*Empidonax traillii*) State Listed as Endangered
- Bank swallow (*Riparia riparia*) – State Listed as Threatened
- Townsend's big-eared bat (*Corynorhinus townsendii*) – State Species of Special Concern
- Pallid bat (*Antrozous pallidus*) – State Species of Special Concern
- Western bumble bee (*Bombus occidentalis*) – State Candidate for listing as Endangered

Northwestern Pond Turtle and Foothill Yellow-Legged Frog

On May 6, 2024 during a site visit conducted for the BSR and BA, five northwestern pond turtles (NWPT) were observed basking on a small island in Clear Creek within the project area. One individual was later seen swimming through the Clear Creek culvert that would be replaced during project construction. The embankment along Clear Creek Road could offer suitable nesting habitat as soils are loose and vegetation cover is sparse. No turtles were observed in Greenhorn Creek, but the creek offers suitable migration, foraging, basking, and nesting habitat. Its wide banks with sandy gravel bars and little to no vegetation cover offer suitable habitat for all life stages of NWPT. Additionally, the large stock pond on the east side of Quincy Junction Road, just south of its intersection with Chandler Road offers suitable foraging and nesting habitat for the species. As all these water sources are hydrologically connected, NWPT could be present in most of the project area.

The BSR documents field surveys and a habitat assessment conducted for foothill yellow-legged frog (FYLF). A visual encounter survey was conducted in all aquatic habitats throughout the project area, and notes were taken on site quality, including the presence of perennial water, aquatic habitat conditions, and predators (HDR 2024a). According to the habitat assessment and surveys, Greenhorn Creek is the only portion of the project suitable for FYLF. The wide channel with cobble substrate could provide a migration corridor or possible egg deposition substrate for the species. The other aquatic habitats do not contain suitable substrate to support FYLF as they consist of mostly sediment and are overgrown with aquatic vegetation (HDR 2024b).

Standard environmental commitments and BMPs will be used during project construction to minimize the potential for impacts on FYLF, NWPT, and their habitat (Appendix B, Table 1-1, SC-1, SC-4, SC-7, SC-8, SC-9, SC-15 through SC-18, SC-20 through SC-23). In addition, project-specific environmental commitments EC-1 through EC-7, and EC-13 will be used to reduce impacts on FYLF and NWPT (Appendix B, Table 1-2). Impacts on FYLF and NWPT would be less than significant with these mitigation measures incorporated.

Special Status Birds (Greater Sandhill Crane, Willow Flycatcher, Bank Swallow), Migratory Birds, and Raptors

Construction activities (e.g., vegetation removal and equipment noise) would occur during the avian breeding season (generally February through August, depending on the species) and could disturb nesting birds in or adjacent to the project area. Construction-related disturbance could result in the incidental loss of fertile eggs or nestlings or nest abandonment, which could affect local or regional populations of affected birds. Impacts on nesting birds could result from: (1) vegetation removal (2) ground-disturbing activities (e.g., grubbing and grading) that could affect ground-nesting birds; or (3) noise from construction activities. Foraging birds and birds present in or adjacent to the project area outside of the avian breeding season would not be adversely impacted by construction activities due to their high mobility and available habitat outside of the project area.

Standard environmental commitments and BMPs will be used during project construction to minimize the potential for impacts on special-status birds, migratory birds, raptors, and their habitat (Appendix B, Table 1-1, SC-4, SC-20, SC-22, SC-23). Project-specific environmental commitments EC-8 and EC-9 (Appendix B, Table 1-2) will also be used to minimize impacts. Impacts on special-status birds would be less than significant with these measures incorporated.

Pallid Bat and Townsend's Big-Eared Bat

A bat emergence survey was conducted for the BSR and concluded that bats do not use the existing culvert for day or maternity roosts due to the open nature of the design; however, it is possible that bats could use the structure for night roosting (HDR 2024a). The bridge over Greenhorn Creek also offers suitable roosting habitat for bat species. In addition, trees in the ponderosa pine habitat in the vicinity of the disturbance footprint may provide suitable roosting habitat for Townsend's big-eared bat and pallid bat. Impacts on night roosting bats potentially using the existing structures would not be expected as all work would occur during the day. Some tree removal is anticipated during road widening, which could directly impact day roosting bats. Loss of roosting and foraging habitat would be kept to the minimum necessary footprint required to complete the necessary project activities. Additionally, noise from construction could impact bats if they use the bridge over Greenhorn Creek as a day roost.

Standard environmental commitments and BMPs will be used during project construction to minimize the potential for impacts on special-status bats and their habitat (Appendix B, Table 1-1, SC-4, SC-20). Project-specific environmental commitment EC-10 (Appendix B, Table 1-2) will also be used to minimize impacts. Impacts on pallid bat and Townsend's big-eared bat would be less than significant with this measure incorporated.

Western Bumble Bee

Western bumble bee has the potential to occur in portions of the project area wherever suitable foraging plants are found. While the species could forage on several native plant species, the BSR determined that only two species (both in the Asteraceae family) of foraging plants occur in the project area (HDR 2024a). Additionally, if the plants are found in the impact areas, individual bees are mobile and are able to move from construction equipment. No nests or evidence of nests, including rodent burrows, were observed during the field review conducted for the BSR (HDR 2024a). Standard environmental commitments and BMPs will be used during project construction to minimize the potential for impacts on western bumblebee and their habitat (Appendix B, Table 1-1, SC-4, SC-20, SC-22, SC-23). Impacts on western bumble bee would be less than significant.

b) **Less than Significant with Mitigation Incorporated.** Sensitive natural communities in the project area include 3-parameter riparian wetland as well as riparian habitat (i.e., riparian zone not qualified as a 3-paramenter wetland). Approximately 0.035 acre of red willow dominated wetland and approximately 0.022 acre of red willow dominated riparian habitat would be temporarily impacted by project activities. An additional 0.071 acre of red willow dominated wetland and approximately 0.042 acre of red willow dominated riparian habitat would be permanently impacted by project activities. These impacts would result from several culvert replacements and road extension (HDR 2024a).

Standard environmental commitments and BMPs will be used during project construction to minimize the potential for impacts on sensitive natural communities, including restoring temporarily impacted areas (Appendix B, Table 1-1, SC-4, SC-20, SC-22, SC-23, SC-24). Project-specific environmental commitment EC-1 (Appendix B, Table 1-2, EC-1) will also be used to minimize impacts. Impacts would be less than significant with this mitigation measure incorporated.

c) **Less than Significant with Mitigation Incorporated.** HDR conducted an aquatic resource delineation for the project in August 2023. Potentially jurisdictional waters in the project area total 0.789 acre and include palustrine emergent wetland (0.184 acre), palustrine scrub shrub

wetland (0.329 acre), pond (0.008 acre), perennial stream (0.214 acre, 234 linear feet), and ephemeral stream (0.054 acre, 496 linear feet) (HDR 2024c).

Project activities have the potential to impact aquatic resources through sedimentation, dewatering, or direct loss. Approximately 0.121 acre of temporary impacts and 0.170 acre of permanent impacts on aquatic resources are anticipated to occur. Temporary impacts would occur from dewatering and permanent impacts would occur from road work and culvert work. This is over the 1/10th acre threshold that requires mitigation and agency notification. As project design advances, impacts on aquatic resources may change, and permit applications for sections 404 and 401 of the Clean Water Act authorizations issued by the U.S. Army Corps of Engineers and the Central Valley Regional Water Quality Control Board (RWQCB) would be prepared. No net loss of aquatic resources is a standard of the regulating agencies and would likely need to be applied if permanent impacts on aquatic resources exceed 1/10th of an acre.

Standard environmental commitments and BMPs will be used during project construction to minimize the potential for temporary impacts on aquatic resources as a result of sedimentation and dewatering (Appendix B, Table 1-1, SC-1, SC-7, SC-8, SC-15–18). Project-specific environmental commitment EC-1 (Appendix B, Table 1-2) will also be used to facilitate no net loss of aquatic resources. Impacts on aquatic resources would be less than significant with the use of standard environmental commitments, BMPs, and mitigation.

d) **No Impact.** The project is not expected to disrupt habitat connectivity in the project area. Habitat corridors often consist of riparian areas along streams, rivers, or other natural features. Greenhorn Creek and the connected perennial channel are migratory corridors for fish and wildlife species. Downstream dams in the Feather River preclude the passage of anadromous fish through the project area, but localized migrations of amphibians and other fish species may still occur. In-water work such as culvert extension or replacement would be temporary in nature. Nursery sites, specifically those for FYLF and NWPT populations, would be avoided. No work would occur within Greenhorn Creek itself, only within smaller tributaries. Project-related activities would not hinder the movement of any native resident or migratory fish or wildlife species or interfere with established native resident or migratory wildlife corridors, or nursery sites. There would be no impact.

e) **No Impact.** The project is consistent with the Plumas County 2035 General Plan (Plumas County 2013) and Plumas County Municipal Code. Both include policies to protect water resources, wetland and riparian areas, fish and wildlife habitat, wildlife movement corridors, vegetation communities, open space for the preservation of natural resources, threatened and endangered species, and aquatic habitats. The project would be not conflict with local policies and ordinances and there would be no impact.

f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any such plan and there would be no impact.

Documentation:

- HDR. 2024a. Biological Survey Report. Quincy Junction Road Project. Prepared for the Federal Highway Administration, Central Federal Lands Highway Division.
- HDR. 2024b. Quincy Junction Road Project Biological Assessment. Prepared for Federal Highway Administration, Central Federal Lands Highway Division.

- HDR. 2024c. Quincy Junction Road Project Delineation of Aquatic Resources. Prepared for Federal Highway Administration, Central Federal Lands Highway Division.
- Plumas County. 2013. Plumas County General Plan, Conservation and Open Space Element. Available at https://www.plumascounty.us/479/Plumas-County-General-Plan.

Mitigation:

Implement EC-1 through EC-11, and EC-13 (See Appendix B, Table 1-2).

CULTURAL RESOURCES

V. **CULTURAL RESOURCES**: *Would the project:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion

a, b) **No Impact.** Archival research, coordination with the Native American community, and an intensive archaeological survey are summarized in the confidential Cultural Resources Inventory and Evaluation Report prepared for the CA FLAP PLU 406(1) Quincy Junction Road Project (HDR Engineering 2024d). Two cultural resources were identified by the Northeast Information Center as within the APE: an historic trail (Beckwourth Trail) and a precontact village site. However, the cultural inventory conducted for the project confirmed that both the trail and the village site are outside the APE.

The cultural resources inventory identified three historic built environment resources within the APE, including one recommended-eligible historic property, the Galeppi/New England Ranch. The other two historic built environment resources include Quincy Junction Road and 1938 Quincy Junction Road. These two resources are not eligible for listing in the National Register of Historic Places and are not considered for impacts. The cultural resources evaluation determined that the project would have no impact on the historic property (Galeppi/New England Ranch). Project activities within the APE would not cause physical destruction or damage to any part of the property and will be consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and will follow applicable guidelines. The property would not be removed from its current location and no changes would occur to the character of the property's use or to physical features within the property's setting that contribute to its historic significance. No visual, atmospheric, or audible elements would be introduced that would diminish the integrity of the property's significant historic features. No neglect would occur to the property and the property's ownership would not be affected in any way.

The project would have no impact on historical or archaeological resources.

c) **Less-than-Significant Impact.** Archival research conducted for the project's Cultural Resources Inventory and Evaluation yielded one prehistoric site (village site) in the project's APE. However, the results of the pedestrian survey and record analysis suggest that the site is located at

least 200 feet northeast of the APE. Cultural resources investigations for the project did not identify any new sites, significant artifacts, or identify any information (e.g., archival information, geological and soils data) to suggest that buried deposits of cultural resources associated with prehistoric or historic human activity are likely to be present in the APE. While the project is not anticipated to affect cultural resources, the standard environmental commitment SC-5 (Appendix B, Table 1-1) is incorporated into the project and would minimize impacts on incidental finds in the event they are encountered during construction.

Documentation:

- HDR Engineering. 2024d. Cultural Resources Inventory and Evaluation Report. CA FLAP PLU 406(01) Quincy Junction Road Project. Prepared for Federal Highway Administration Central Federal Lands Highway Division.

Mitigation:

No project-specific mitigation is required under this subject.

ENERGY

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

Discussion:

a, b) **No Impact.** It would be necessary to use gasoline and diesel-powered equipment during project construction. This would not be considered wasteful, inefficient, or unnecessary consumption of energy resources and would only occur for short periods of time during the construction period. Project operation would be consistent with existing conditions. The project would have no impacts resulting from the wasteful or unnecessary use of energy, nor would it conflict with a state or local renewable energy plan.

Documentation:

- California Public Utilities Commission. 2011. California Long-Term Energy Efficiency Strategic Plan. Available at https://www.cpuc.ca.gov/-/media/cpuc-website/files/legacyfiles/c/5303-caenergyefficiencystrategicplan-jan2011.pdf (accessed December 9, 2024).
- Plumas County. 2013. Plumas County General Plan, Goal 7.11 Energy Conservation. Available at https://www.plumascounty.us/479/Plumas-County-General-Plan.

Mitigation:

No project-specific mitigation is required under this subject.

GEOLOGY AND SOILS

VI. **GEOLOGY AND SOILS**: *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would becomeunstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the UniformBuilding Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or unique geological feature?				X

Discussion:

a, c, d) **No Impact.** The project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. A project-specific geotechnical evaluation reveals that seismic risks and risks of rockfall and for larger scale rock slope instability are low (Shannon & Wilson 2024). The project is not located within an Alquist Priolo earthquake fault zone (California State Geoportal 2022). Topography in the project area is nearly level to gently sloping. There is a low potential for ground failures such as landslide, lateral spread, or collapse. Ground-shaking activities such as earthquakes would have a negligible effect on the new paved surfaces and associated project features. According to the Plumas County General Plan, volcanic soils in the eastern portion of the Plumas National Forest are prone to landslides (Plumas County 2013). Areas concentrated along the North and Middle Forks of the Feather River are also susceptible to landslides. However, these areas are outside of the project area and would not pose a hazard.

Other types of ground failure such as expansive soils and subsidence (the gradual settling or sinking of an area with little or no horizontal motion) are not considered to pose a significant hazard within the project area.

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits, along with recent Holocene age deposits, are more susceptible to liquefaction, while older deposits of clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking. The project site consists of well-drained, sandy loam and gravely-loam soils which have a low potential for liquefaction or ground failure to occur (Natural Resources Conservation Service 2024). The project would not be expected to substantially result in adverse effects from liquefaction.

No impact is anticipated on the project due to ground shaking, liquefaction, landslides, unstable soils, or expansive soils.

b) **Less-than-Significant Impact.** The project alignment is along the existing Quincy Junction Road, with proposed staging areas located in portions of the existing roadway, roadside, and adjacent embankment areas. The potential for project implementation to result in substantial soil erosion or the loss of topsoil would be less than significant.

e) **No Impact.** The project would not use septic tanks or an alternative wastewater disposal system on the site. Therefore, the project would have no impact caused by soils incapable of adequately supporting septic systems.

f) **No Impact.** No unique geologic features, fossil-bearing strata, or paleontological sites are known to exist on the project site (Paleobiology Database 2024). Therefore, there would be no impact.

Documentation:

- California State Geoportal. 2022. CGS Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones. Available at https://gis.data.ca.gov/maps/ee92a5f9f4ee4ec5aa731d3245ed9f53/explore?location=39.855371%2C-120.821839%2C9.07 (accessed December 9, 2024)
- Natural Resources Conservation Service. 2024. Custom Soil Resource Report for Plumas National Forest Area, California. Available at: https://websoilsurvey.nrcs.usda.gov/app/. Accessed December 11, 2024.
- Paleobiology Database. 2024. The Paleobiology Database. Available at https://paleobiodb.org/navigator/ (accessed December 11, 2024).
- Plumas County. 2013. Plumas County General Plan, Public Health and Safety Element. Available at https://www.plumascounty.us/479/Plumas-County-General-Plan.
- Shannon & Wilson. 2024. Geotechnical Report, CA FLAP PLU 406(1) Quincy Junction Road, Plumas County, California. July 2024.

Mitigation:

No project-specific mitigation is required under this subject.

GREENHOUSE GAS EMISSIONS

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

Discussion:

a) **Less-than-Significant Impact.** The United States Environmental Protection Agency (EPA) identifies the following four primary constituents that are most representative of greenhouse gas (GHG) emissions:

- *Carbon Dioxide (CO_2):* Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.
- *Methane (CH_4):* Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.
- *Nitrous Oxide (N_2O):* The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- *Fluorinated Gases:* These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as chlorofluorocarbons (CFCs), which have been used historically as refrigerants. Collectively, these gases are often referred to as "high global-warming potential" gases.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions consist of CO_2. Most CO_2 emissions are generated by petroleum consumption associated with transportation and coal consumption, which is in turn associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses. The California Air Resources Board (CARB) has recommended the use of 10,000 metric tons of CO_2 equivalent per year ($mtCO_2$-e/yr) as the de minimus gas emission threshold in its 2022 Scoping Plan for Achieving Carbon Neutrality (CARB 2022). According to California Air Pollution Control Officers Association's (CAPCOA), the 10,000 $mtCO_2$-e/yr is equivalent to 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use.

The project would generate short-term GHG emissions associated with construction activities that may contribute to global climate change. During construction, GHG emissions would primarily be in the form of CO_2 from equipment and construction vehicle exhaust, with nominal increases in CH_4 and N_2O emissions. The project would result in a nominal net increase in CO_2 emissions from engine exhaust emitted by heavy-duty construction equipment, transport trucks hauling materials (e.g., fill material and asphalt), and worker commute trips during the single construction season for the project. Although any increase in GHG emissions would add to the quantity of

emissions that contribute to global climate change, emissions associated with construction of the project would occur over a finite period and would cease upon completion of construction. Since the project's purpose is to improve an existing road, which would not increase vehicle trips, project operation would not substantially contribute to GHG emissions.

Given the scope and nature of the project compared to that of similar projects, emissions from the project would be significantly below the thresholds put forth by CARB, as well as NSAQMD air-quality thresholds. Therefore, the project would not contribute significantly to GHG emissions in the air basin. Additionally, the Federal Highway Administration standard environmental commitments and BMPs, (see Air Quality, above), would be used during construction to further limit any potential contribution to negative impacts from GHG emissions. The project would have no direct or indirect impact on measurable GHGs in the Quincy area. The project's GHG emissions would have a negligible cumulative contribution towards statewide GHG emissions and are not determined to be a considerable contribution to the cumulative global impact. Impacts relating to GHG emissions would be less than significant.

b) **No Impact.** The project would not conflict with any applicable plans, policies, or regulations adopted to reduce GHG emissions. Federal Highway Administration standard environmental commitments and BMPs (see Air Quality, above) would be used during construction to further limit any potential contribution to negative impacts from GHG emissions. The project would have no impact on any applicable plans, policies, or regulations related to GHG emissions.

Documentation:

- California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Available at https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed December 11, 2024).
- Plumas County. 2013. Plumas County General Plan, Circulation Element. Available at https://www.plumascounty.us/479/Plumas-County-General-Plan.

Mitigation:

No project-specific mitigation is required under this subject.

HAZARDS AND HAZARDOUS MATERIALS

VIII. **HAZARDS AND HAZARDOUS MATERIALS**: *Would the project:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would				**X**

VIII. **HAZARDS AND HAZARDOUS MATERIALS**: *Would the project:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
it create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			**X**	

Discussion:

a, b) **Less-than-Significant Impact.** The nature and scope of the project (widening an existing road) would not present a significant risk related to hazardous materials or emissions.

Small amounts of hazardous materials would be used during construction activities for equipment maintenance (e.g., fuel and solvents) and roadway widening. Use of hazardous materials would be limited to the construction phase. Construction activities pose a slight risk for solvent or fuel spills or leaks. The project would implement standard environmental commitments and BMPs to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction. Standard environmental commitments include SC-1, SC-8, SC-9, SC-10, and SC-21 (Appendix B, Table 1-1).

The potential for project construction and operation to create a hazard to the public or the environment through the accidental spill or pollutants would be less than significant.

c) **No Impact.** No schools or proposed schools are within 0.25 mile of the project. There would be no impact on schools.

d) **No Impact.** The project site is not included on or within 100 feet of a listed hazardous materials site compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control 2024).

e) **No Impact.** The project is located approximately 1.2 miles northeast of the Quincy-Gansner-Spanish Creek Airfield. The project would not present a safety hazard for people residing or working in the project area because construction and operation are consistent with existing conditions in the project vicinity. There would be no impact on airports or public safety in the project area.

f) **No Impact.** The project would not impair implementation of or interfere with an adopted emergency response plan or emergency evacuation plan. The Plumas County General Plan states "There are no set evacuation routes; rather, they are established for particular events based on circumstances at the time" (Plumas County 2013). However, Quincy Bypass Road is a major road that may be used in emergencies. A traffic detour will be provided for the road closure using Bell

Lane, CA-70 highway, and Chandler Road, and advance notification will be provided. There would be no impact on evacuation routes or emergency response plans.

g) **Less-than-Significant Impact.** The project area is bordered by habitats that may incur wildfire, including grasslands and forest habitats. Operation of the project after construction would not increase the existing wildfire potential. The use of construction equipment in and around vegetated areas, particularly during the dry summer construction season, increases the potential for wildfire ignition. The contractor would be responsible for implementing standard construction practices and BMPs in accordance with FHWA's Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (FP-14) which includes compliance with regulations of the state fire marshal, conservation commission, Federal land management agency, or other authority having jurisdiction governing the protection of land including or adjacent to the project. Therefore, the potential for wildfire ignition would be less than significant.

Documentation:

- California Department of Toxic Substances Control. Envirostor. 2024. Available at https://www.envirostor.dtsc.ca.gov/public/. Accessed December 11, 2024.
- Plumas County. 2013. Plumas County General Plan, Public Health and Safety Element. Available at https://www.plumascounty.us/479/Plumas-County-General-Plan.

Mitigation:

No project-specific mitigation is required under this subject.

HYDROLOGY AND WATER QUALITY

IX. **HYDROLOGY AND WATER QUALITY**: *Would the project:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or offsite; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?			X	

IX. **HYDROLOGY AND WATER QUALITY**: *Would the project:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion:

a) **Less-than-Significant Impact.** The project would be aligned with an existing road corridor. Construction and operation of the project would not violate any water quality standards or waste discharge requirements established by the RWQCB in its Basin Plan for the Sacramento River and San Joaquin River Basins. FHWA-CFLHD construction standards require that all projects prepare a plan to address water pollution control. It is FHWA-CFLHD's standard practice to incorporate required construction standards into the project design. The construction standards and specifications for the project require that a SWPPP be prepared by the contractor prior to construction, as described in standard environmental commitment SC-1 (Appendix B, Table 1-1). Additional standard environmental commitments used to avoid or minimize impacts on water include SC-7, SC-8, SC-15, SC-16, SC-17, and SC-18 (Appendix B, Table 1-1). The project would have a less-than-significant impact on water quality.

b) **No Impact.** The project would not impact groundwater supplies. The road widening would not interfere with groundwater recharge.

c) **Less-than-Significant Impact.** Construction activities could temporarily alter the existing drainage patterns in the project area; however, these activities would not result in substantial erosion, surface runoff, flooding on or off site, or otherwise substantially degrade water quality. Construction is scheduled to occur during the dry season; however, during culvert replacement, any culverts that contain water at the time of construction would be dewatered prior to replacement. Minor increases in impervious surfaces resulting from the widened shoulder and improvements to the existing drainage system would not create run-off that would exceed the capacity of existing or planned stormwater drainage systems. A SWPPP would be prepared as a part of the general construction permit. The level of impacts on drainage patterns in the project area would be less than significant.

d) **No Impact.** A portion of the project is in a Special Flood Hazard Area (SFHA), which is defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. The areas in the SFHA are in Zones AH and AE. Another small portion of the project is in Zone X, which is a moderate flood hazard area (i.e., the areas between the limits of the base flood and the 0.2-perecent annual chance of flood) (FEMA 2005). The project would be constructed during the dry season and erosion control measures would be in place to prevent pollutants from entering a flooded area. The existing road is on an elevated prism outside the potential flood area; the widened road would also be on an elevated prism. The level of impacts from pollutants entering a waterway or wetland due to flooding would be less than significant. Additionally, the project is not located in a tsunami or seiches zone (California Department of Conservation 2024). There would be no impact.

e) **No Impact**. Construction and operation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

Documentation:

- California Department of Conservation. 2024. California Tsunami Maps. Available at: https://www.conservation.ca.gov/cgs/tsunami/maps. Accessed December 19, 2024.
- Central Valley Regional Water Quality Control Board. 2019. The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region. Fifth edition.
- Federal Emergency Management Agency (FEMA). 2005. National Flood Hazard Map. Available at https://msc.fema.gov/portal/home (accessed December 19, 2024).
- HDR. 2024. Aquatic Resources Delineation Report. Quincy Junction Road Project. CA FLAP PLU 406 (1).

Mitigation:

No project-specific mitigation is required under this subject.

LAND USE AND PLANNING

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

Discussion:

a) **No Impact.** The project would have no potential to divide an established community. There would be no impact.

b) **No Impact**. The project would be consistent with the County's general plan. The project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environment effect. There would be no impact.

Documentation:

- Plumas County. 2013. General Plan 2035, Land Use Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=
- Plumas County. 2013. General Plan 2035, Conservation and Open Space Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=

Mitigation:

No project-specific mitigation is required under this subject.

MINERAL RESOURCES

XI. **MINERAL RESOURCES**: *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion:

a) **No Impact.** The project is not within a known mineral resources area and would not result in the loss of mineral resource value to the region or to the residents of the state (Hudson Institute of Mineralogy 2024). There would be no impact.

b) **No Impact.** The Plumas County General Plan includes a measure to create a mineral resource map, but the resource is not yet available. Since the project is not in a known mineral source area, it is anticipated that the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impact on locally important mineral resources.

Documentation:

- Hudson Institute of Mineralogy. 2024. Mindat. Available at: https://www.mindat.org/. Accessed December 19, 2024.
- Plumas County. 2013. General Plan 2035, Conservation and Open Space Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=

Mitigation:

No project-specific mitigation is required under this subject.

NOISE

XII. **NOISE**: Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the			X	

XII. **NOISE**: Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
project expose people residing or working in the project area to excessive noise levels?				

Discussion:

a) **Less-than-Significant Impact.** Based on the FHWA Roadway Construction Noise Model, the project may generate intermittent, high levels of temporary construction noise depending on the specific construction activity (Federal Highway Administration 2017). The County's General Plan Noise Element limits the maximum allowable noise exposure from stationary (i.e., temporary) sources to 75 decibels (dB) from 7am to 7pm, maximum 65 from 7 pm to 10 pm, and maximum 60 dB from 10 pm to 7 am (Plumas County 2013).

Construction noise generated by the project would be intermittent and noise levels would vary depending on the type of construction activity. The most noticeable construction noise would be related to the temporary use of grading and excavation equipment and other heavy equipment. Construction equipment used on highway projects may emit noise louder than the 75 dB specified by the County's General Plan, including but not limited to backhoes (78 dB), excavator (81 dB), and jackhammers (89 dB) (noise levels measured 50 feet from the source) (Federal Highway Administration 2017). Night work would not occur, so project construction noise would be limited to the daytime hours.

Most of the project is adjacent to open fields and forested lands. A total of 12 residences near the Bell Road, Chandler Lane, and Clear Creek Road would be the most exposed to construction noise, including three residences with 50 feet of construction and an additional nine residences within 100 feet of construction (Appendix A-Figure 2). Since construction noise levels were measured at 50 feet from the source, residences located greater than 50 feet from construction would still hear noise, but the levels may be lower than the maximum specified by the County's General Plan.

The project's operational noise levels would be consistent with the existing ambient roadway noise levels throughout the project area and vicinity. While construction noise may exceed the County's General Plan limits when certain equipment is in use, construction would be limited to day-time hours and construction noise would be intermittent throughout the day or week. Construction noise would be temporary and limited to one construction season. Impacts due to temporary increase in ambient noise levels would be less than significant.

b) **Less-than-Significant Impact.** During excavation and construction activities for the project, temporary and localized groundborne vibration would be produced by the heavy-duty construction equipment such as jackhammers, backhoes, and loaded trucks.

Although there are numerous, potentially sensitive receptors (i.e., residences) near the project alignment—in some areas, only 60 feet from the existing road—the vibratory effects of project construction would be consistent with the existing ambient conditions associated with daily traffic. Construction activities would be temporary and would occur during normal daytime working hours. Vibration generated from the vibratory roller may be perceptible to the occupants closest to the construction work during daytime hours; however, vibration induced by typical construction equipment does not usually result in adverse effects on people or structures (Caltrans 2020). Impacts of construction vibration would be less than significant.

c) **Less-than-Significant Impact.** The project is located approximately 1.2 miles northeast of the Quincy Gansner Field Airport. A portion of this project is within the Airport Influence Area Zone 6. This project is not subject to the land use protection measures associated with this zone as it is a road improvement project and not a land use activity restricted by Zone 6. Construction would generate localized noise during normal daytime working hours. The project would be limited to one construction season. After construction, the project would not increase the amount of road use and would not increase noise levels experienced by nearby residences. The project would not expose people residing or working in the project area to excessive noise levels and impacts would be less-than-significant.

Documentation:

- Caltrans 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Report number: CT-HWANP-RT-20-365.01.01
- Federal Highway Administration. 2017. Construction noise handbook. U.S. Department of Transportation. Office of Planning, Environment, & Realty (HEP). Updated August 24, 2017. Available at https://www.fhwa.dot.gov/ENVIRonment/noise/construction_noise/handbook/handbook09.cfm (accessed December 19, 2024).
- Plumas County. 2013. General Plan 2035, Noise Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=

Mitigation:

No project-specific mitigation is required under this subject.

POPULATION AND HOUSING

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

Discussion:

a, b) **No Impact.** The project's purpose is to widen and improve an existing road for safer travel. The project would add shoulders but would not increase the number of lanes. It would not induce population growth, expand housing or business capacity, or displace any existing housing. The project would have no impact on population and housing.

Documentation:

- Plumas County. 2013. General Plan 2035, Housing Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=

Mitigation:

No project-specific mitigation is required under this subject.

PUBLIC SERVICES

XIV. PUBLIC SERVICES: *a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
Fire Protection?		**X**		
Police Protection?		**X**		
Schools?				**X**
Parks?				**X**
Other public facilities?				**X**

Discussion:

a) **Less-than-Significant Impact with Mitigation Incorporated.** The project would have no physical impacts on government facilities or negatively affect fire or police protection, schools, parks, or public facilities. Construction-related activities would be short-term and temporary in nature with possible localized, partial closures or use of traffic controls on adjacent roads. Stop signs during non-construction times and flagging during construction are anticipated and through traffic would be allowed to pass through the project area. In the event of partial road closures, emergency traffic would be routed to the unaffected lanes or to nearby routes capable of maintaining expected traffic volumes with notification provided to emergency service agencies. With the implementation of mitigation measure EC-12, project operation would have a less-than-significant impact on emergency traffic. The nearest school and park are about 2 miles away from the project and would not be affected. No other public facilities are near the project. Project operation would have a less-than-significant impact on public services since there would be no significant impediments to public services.

Documentation:

- Plumas County. 2013. General Plan 2035, Public Health and Safety Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=

Mitigation:

Implement EC-12 (Appendix B, Table 1-2).

RECREATION

XV. RECREATION:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				**X**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				**X**

Discussion:

a, b) No Impact. The project's purpose is to improve an existing road for safer travel especially pedestrians, cyclists and equestrians utilizing the Mt. Hough and South Park trail systems. There are no parks or recreational facilities in the project vicinity, and it would not increase the usage of these facilities. There would be no impact.

Documentation:

None

Mitigation:

No project-specific mitigation is required under this subject.

TRANSPORTATION

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

Discussion:

a) **No Impact.** The project would not increase the number of vehicle trips, volume-to-capacity ratio, or congestion at intersections in the project area or vicinity. The project would add shoulders, which would allow for safer bicycle and pedestrian uses. There would be no impact on programs, plans, ordinances, or policies governing the County's circulation system.

b) **Less-than-Significant Impact.** The project would not degrade the existing level of service on current roadways within the vicinity of the project. However, temporary closures or detours on

affected roadways during project construction may temporarily alter motor vehicle traffic circulation by delaying or diverting traffic to other routes. "Vehicle miles traveled" is the primary consideration used to determine the significance of transportation impacts under CEQA Guidelines Section 15064.3, subdivision (b). Because potential project effects would be temporary and localized, a qualitative assessment of traffic impacts is an appropriate level of assessment.

Construction would be completed using standard traffic controls and phasing by the contractor. The contractor's traffic control might include reversing traffic control with flaggers and pilot cars. Traffic delays and short-term road closures are anticipated, with traffic delays being limited to 30 minutes or less. A short-term road closure of approximately three weeks is anticipated for replacement of the Clear Creek box culvert. A traffic detour would be provided for the road closure using Bell Lane, CA-70 highway, and Chandler Road, and advance notification would be displayed. Project operation would be consistent with existing conditions. The proximity of alternative routes to the closed segment during construction would not substantially increase the total vehicle miles traveled for motorists. Traffic impacts as determined under CEQA would be less than significant.

c) **No Impact.** The project would not result in the creation of sharp curves, dangerous intersections, or incompatible uses. No impact would occur.

d) **Less-than-Significant with Mitigation Incorporated.** Project construction would not significantly interfere with emergency access. Construction-related activities would be short-term and temporary in nature with localized, partial closures or use of traffic controls on adjacent roads. Stop signs during non-construction times and flagging during construction are anticipated, and emergency vehicles would be allowed to pass through the project area in an expedited manner. In the event of partial road closures, emergency traffic would be routed to the unaffected lanes or to nearby routes capable of maintaining expected traffic volumes. Environmental commitment EC-12 would be implemented to coordinate with Plumas County on roadway closures and public notification (Appendix B, Table 1-2). Project construction impacts on emergency access would be less than significant with mitigation incorporated.

Documentation:

- Plumas County. 2013. General Plan 2035, Land Use Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=
- Plumas County. 2020. Regional Transportation Plan. Plumas County Transportation Commission.

Mitigation:

Implement EC-12 (Appendix B, Table 1-2).

TRIBAL CULTURAL RESOURCES

XVII. TRIBAL CULTURAL RESOURCES: *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less-than-Significant Impact**	**No Impact**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of				**X**

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

Discussion:

a) **No Impact.** Archival research conducted for the project's Cultural Resources Inventory and Evaluation yielded one prehistoric site (village site) in the project's APE. However, the results of the pedestrian survey and record analysis suggest that the site is located at least 200 feet northeast of the APE. Cultural resources investigations for the project did not identify any new sites, significant artifacts, or identify any information (e.g., archival information, geological and soils data) to suggest that buried deposits of cultural resources associated with tribal resources are likely to be in the APE.

b) **No Impact.** FHWA-CFLHD sent outreach letters and a map via certified mail to the Native American tribes who may have knowledge of cultural resources in the APE in August 2023 (HDR 2024d). The following tribes were contacted based on a list of tribes provided by the NAHC:

- Chairperson Kyle Self of the Greenville Rancheria of Maidu Indians
- Chairperson Benjamin Clark of the Mooretown Rancheria of Maidu Indians
- Chairperson Deana Bovee of the Susanville Indian Rancheria
- Chairperson Don Ryberg of the Tsi Akim Maidu
- Cultural Director Grayson Coney of the Tsi Akim Maidu
- Cultural Resources Department, Darrel Cruz, of the Washoe Tribe of Nevada and California
- Chairperson Serrell Smokey of the Washoe Tribe of Nevada and California

On September 26, 2023, Chris LaMarr, Tribal Historic Preservation Officer, with the Susanville Indian Rancheria emailed FHWA-CFLHD acknowledging receipt of the FHWA-CFLHD letter and accepting the invitation for consultation. On October 5, 2023, Matthew Hatcher, Tribal Historic Preservation Officer, with the Mooretown Rancheria of Maidu Indians sent a letter to FHWA-CFLHD acknowledging receipt of the FHWA-CFLHD letter initiating consultation and stating that the Mooretown Rancheria is not aware of cultural resources within the APE.

Additionally, the NAHC conducted a review of its Sacred Lands database for culturally significant properties within a 0.25-mile buffer of the APE. The NAHC responded by letter on July 17, 2023, stating that the Sacred Lands File record search results were negative. Project construction and operation would have no impact on tribal cultural resources.

Documentation:

- HDR Engineering. 2024d. Cultural Resources Inventory and Evaluation Report. CA FLAP PLU 406(01) Quincy Junction Road Project. Prepared for Federal Highway Administration Central Federal Lands Highway Division.

Mitigation:

No project-specific mitigation is required under this subject.

UTILITIES AND SERVICE SYSTEMS

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

Discussion:

a) **Less-than-Significant-Impact**. The project includes minor drainage improvements, including extending a box culvert and replacing culverts, as well as minor utility relocations. The utilities and drainage modifications and relocations would be made to existing facilities and would be along the existing road. With standard environmental commitments (SC 1 through SC 23 located in Appendix B, Table 1-1), environmental effects would be less than significant.

b) **No Impact.** No new or expanded water entitlements would be required for the project. There would be no impact.

c) **No Impact.** The project would not generate wastewater or increase capacity at a wastewater treatment facility. There would be no impact.

d) **Less-than-Significant Impact.** Construction activities associated with the project could generate solid waste in the form of demolished materials and other trash. Non-hazardous solid waste generated at the project site would be disposed of at a suitable facility such as the Feather River Transfer Station, approximately two miles northwest of the project area. The project is not likely

to generate solid waste in amounts that would adversely affect the existing capacity of the local landfill. Project impacts on solid waste facilities would be less than significant.

e) **Less-than-Significant Impact.** Any solid waste generated by the project would be disposed of at an approved landfill in compliance with local, state, and federal regulations pertaining to solid waste disposal. Impacts would be less than significant.

Documentation:

- Plumas County. 2013. General Plan 2035, Land Use Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=

Mitigation:

No project-specific mitigation is required under this subject.

WILDFIRE

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

Discussion:

a) **Less-than-Significant Impact with Mitigation Incorporated.** The project is in a very high fire hazard severity zone, however, the project would not impair or alter any existing emergency response plan or evacuation plan (CalFire 2024). Traffic delays and short-term road closures are anticipated, with traffic delays being limited to 30 minutes or less. A short-term road closure of approximately three weeks is anticipated for replacement of the Clear Creek box culvert. A traffic detour would be provided for the road closure using Bell Lane, CA-70 highway, and Chandler Road, and advance notification will be provided. Project operation would be consistent with existing conditions. With implementation of mitigation measure EC-12, there would be less-than-significant-impact during road detours.

b) **Less-than-Significant Impact.** The project is in a very high fire hazard severity zone; however, the project's nearly level flat topography coupled with grazed pastures and isolated stands of trees reduces the potential for uncontrolled spread of wildfire due to accidental ignition associated with project activities. After construction, the road would be consistent with existing conditions. The

contractor would be responsible for implementing standard construction practices and BMPs in accordance with FHWA's Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (FP-14) which includes compliance with regulations of the state fire marshal, conservation commission, Federal land management agency, or other authority having jurisdiction governing the protection of land including or adjacent to the project. The project's wildlife risk potential would be less than significant.

c) **No Impact.** The project would not require installation or maintenance of infrastructure that may exacerbate fire risk. There would be no impact.

d) **No Impact.** The project profile would provide sufficient gradient for drainage of roadway surfaces, and as such, the project would not expose people or structures to significant risks as a result in drainage changes, runoff, or slope instability. There would be no impact.

Documentation:

- CalFire. 2024. Fire Hazard Severity Zones in State Responsibility Area. Available at https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed December 23, 2024).
- Plumas County. 2013. General Plan 2035, Public Health and Safety Element. Available at: https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=
- Find Law. 2024. California Code, Public Resources Code 4442. Available at https://codes.findlaw.com/ca/public-resources-code/prc-sect-4442/ (accessed December 23, 2024).

Mitigation:

Implement EC-12 (Appendix B, Table 1-2).

MANDATORY FINDINGS OF SIGNIFICANCE

XX. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have potential environmental effects which may causesubstantial adverse effects on human beings, either directly or indirectly?				X

Discussion:

a) **Less than Significant with Mitigation Incorporated.** The project would have minimal potential to degrade the quality of the environment, affect wildlife populations or their habitats, or reduce the number or restrict the range of rare or endangered animal species. Although special-status wildlife species could be affected by implementation of the project, standard environmental commitments and BMPs, and project-specific environmental commitments (Appendix B) would be used to avoid adverse impacts on these species. Implementation of the project would not eliminate examples of history or prehistory. The project's impacts would be less than significant with mitigation incorporated.

b) **Less-than-Significant Impact.** As described in Section III, the project could temporarily contribute to regionwide cumulative air quality impacts during construction. However, these impacts would be considered less than significant and application of standard environmental commitments and BMPs would avoid the potential for air quality impacts during project construction. The project's potential cumulative impacts would be less than significant.

c) **No Impact.** As discussed in this document, the project does not include any activities that cannot be mitigated to a less-than-significant level or that could otherwise cause substantial adverse impacts on human beings, either directly or indirectly.

Documentation:

- Documentation is listed at the end of each resource assessment.

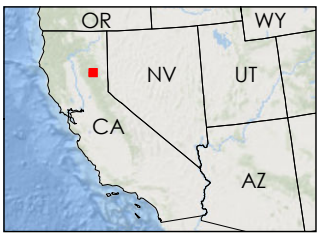
Mitigation:

Implement EC-1 through EC-13 in Appendix B, Table 1-2.

APPENDIX A

Figures





Project Area (8.13 acres)

\+ Map Reference Point

0 2,000 Feet

1 inch = 2,000 feet (At page size of 8.5"x11")

N

Stantec

Project Location
Plumas County, California

185706849
Prepared by TM on 2025-01-03
Reviewed by ST on 2025-01-03

Client/Project
FHWA-CFLHD and Plumas County
Department of Public Works
CA FLAP PLU 406(1) Quincy Junction Road Project

Figure No.
1

Title
Project Location

Notes

1. Coordinate System: NAD 1983 StatePlane California I FIPS 0401 Feet
2. Base Map: Esri USA Topo Maps Web Mapping Service
3. Source: Stantec
4. Public Land Survey: T24N R09E Section 12; T24N R10E Section 7
5. USGS 7.5 Quad: Quincy

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C:\Temp\185706849 Quincy Junction\mxds\185706849 figure 1 project location.mxd Revised: 2025-01-03 By: tmooney

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A1

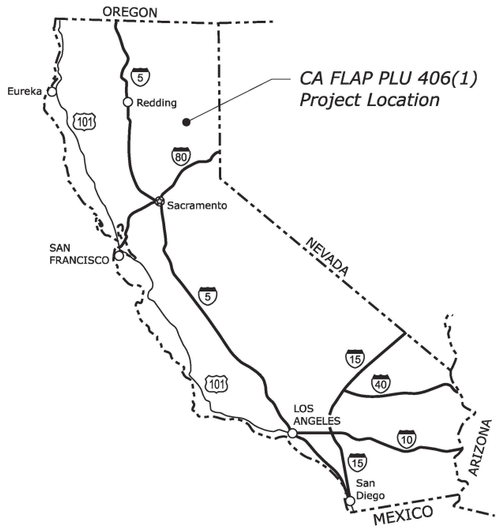
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PLANS FOR PROPOSED

CA FLAP PLU 406(1)

QUINCY JUNCTION ROAD

PLUMAS NATIONAL FOREST
PLUMAS COUNTY
LENGTH 0.97 miles



CALIFORNIA KEY MAP

TYPE OF CONSTRUCTION:
Shoulder widening and pavement rehabilitation, drainage, signing and pavement markings, and other miscellaneous work.

DESIGN DESIGNATIONS:

ADT (2025)	1220
ADT (2045)	1650
DHV	100
T	11%
V	40 mph
e(max)	6%

U.S. CUSTOMARY DIMENSIONS:
Slopes are expressed as RISE:RUN

SPECIFICATIONS:
"STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS, FP-14"

FEDERAL LANDS HIGHWAY
COMMITMENT TO EXCELLENCE

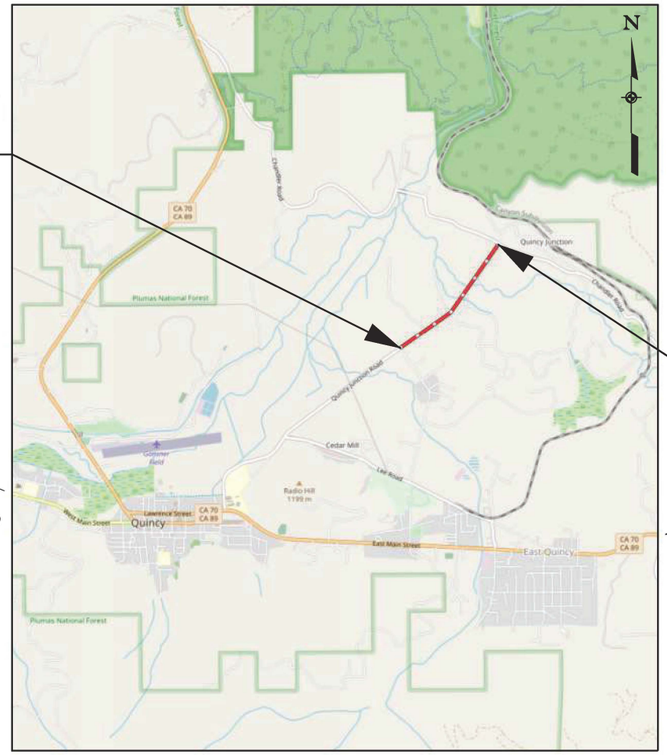
PLUMAS COUNTY CALIFORNIA 1854

811 Know what's below. Call before you dig. www.call811.com

PRELIMINARY 70%
MAY 2024
NOT FOR CONSTRUCTION

To Chester
40 miles

Begin Project
CA FLAP PLU 406(1)
Quincy Junction Road
Station 100+20.00



To Oroville
77 miles

To Reno, NV
75 miles

End Project
CA FLAP PLU 406(1)
Quincy Junction Road
Station 151+52.47

0 0.8 1.6
Scale in Miles

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A2-A3	CONVENTIONAL PLAN SYMBOLS & ABBREVIATIONS
A4	SURVEY CONTROL
A5	SITE MAP
A6-A10	TYPICAL SECTIONS
B1-B2	SUMMARY OF QUANTITIES
B3	GRADING SUMMARY
B4	SURFACING AND ASPHALT PAVEMENT REPAIR SUMMARIES
B5	DRAINAGE SUMMARY
B6-B8	MISCELLANEOUS SUMMARIES
B9	EARTHWORK REPRESENTATION DRAWING
C1-C7	PLAN AND PROFILE QUINCY JUNCTION ROAD
D1	CULVERT B01 PLAN AND PROFILE
F1	C204 SUBEXCAVATION DETAILS
F2-F3	204 EMBANKMENT AND TREE PROTECTION DETAILS
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T1-T2	601 CONCRETE HEADWALL/WINGWALL FOR DUAL NORMAL 84" PIPE CULVERT DETAIL
T3-T7	602 PIPE CULVERT DETAILS
T8	609 CURB AND GUTTER DETAILS
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T10	C633 DELINEATORS
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T15	634 PAVEMENT MARKING LINES, SYMBOLS, AND WORDS
T16	635 DETOUR MAP
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T21	635 BIPARTISAN INFRASTRUCTURE LAW SIGN
T22	635 TEMPORARY TRAFFIC CONTROL, PLASTIC FENCE DETAIL
X1-X72	MAINLINE CROSS SECTIONS
Z1-Z7	CULVERT CROSS SECTIONS

PLANS PREPARED BY

HDR Engineering, Inc.
1670 Broadway
Suite 3400
Denver, CO 80202-4824

FOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
DENVER, CO

APPROVED:

_____ DATE: _____
CHIEF OF ENGINEERING
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

_____ DATE: _____
DIRECTOR OF PUBLIC WORKS
PLUMAS COUNTY

PROJECT MANAGER
RYAN MATHIS

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30 April 2024 4:26 PM

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A2

ABBREVIATIONS

	℄	centerline
	Δ	curve delta
	Ø	diameter
A	abut.	abutment
	ADT	average daily traffic
	aggr.	aggregate
	AH	ahead
	alt.	alternate
	appr.	approach
	asph.	asphalt
B	b.f.	both faces
	beg.	beginning, begin
	BK	back
	BM	bench mark
	BP	balance point
	br.	bridge
	brg.	bearing
C	CBC	concrete box culvert
	c-c	center to center
	clr.	clear
	CMP	corrugated metal pipe
	Co.	county
	col.	column
	conc.	concrete
	constr.	construction
	constr. jt.	construction joint
	cont.	continuous
	corr.	corrugated
	cr.	creek
	CS	point of curve to spiral
	ctrs.	centers
	CTSM	contingent sum
	culv.	culvert
D	decr.	decrement
	DHV	design hour volume
	DI	drop inlet
	dia. or D	diameter
	diag.	diagonal
	diaph.	diaphragm
	dist.	distance
	Dist.	district
	DLC	donation land claim
	dwg(s).	drawing(s)
E	E	east
	e	superelevation rate
	El. 94.066	elevation with number
	elev.	elevation
	emb.	embankment
	engr(s).	Engineer(s)
	EOP	edge of pavement
	EQ or eq.	equation
	ER	edge of road
	et al	and others
	et ux	and wife
	EW	edge of water
	exc.	excavation
	exp. jt.	expansion joint
	ext.	exterior
F	f.f.	fill face
	Fed.	federal
	FES	flared end section
	fin.	finish
	ftg.	footing

G	ga.	gage (gauge)
	galv.	galvanized
	gdr.	girder
H	hdwl.	headwall
	HES	homestead entry survey
	hex.	hexagon
	horiz.	horizontal
	HW	high water
	hwy.	highway
I	ID	inside diameter
	incl.	inclusive, including
	int.	interior
J	jt.	joint
L	L	length of curve
	lam.	lamination
	lat.	latitude
	long.	longitude
	LPSM	lump sum
	Lt. or LT	left
	LW	low water
M	mag.	magnetic
	maint.	maintenance
	matl.	material
	max.	maximum
	min.	minimum
	mon.	monument
	mtn(s).	mountain(s)
N	N	north
	NC	normal crown
	neg.	negative
	no. or #	number
O	o.c.	on centers
	o.f.	other face
	OD	outside diameter
P	PC	point of curve
	PCC	point of compound curve
	perf.	perforate
	PI	point of intersection
	pl.	plate
	POC	point on curve
	POS	point on spiral
	POT	point on tangent
	proj.	project
	psi	pounds per square inch
	PT	point of tangent
	pvmt.	pavement
Q	quant., Qty	quantities
R	R	radius
	R.	range
	R/W	right-of-way
	rd.	road
	rdwy.	roadway
	reconst.	reconstruction
	reinf.	reinforcement
	reqd.	required
	res.	reservoir
	Res.	Reservation
	ret. wall	retaining wall
	RH	reference hub
	Rt. or RT	right
	rte.	route

S	S	south
	SADT	seasonal average daily traffic
	SC	point of spiral to curve
	sec.	section
	shldr.	shoulder
	spa.	spacing, spaces or spaced
	spec.	specification
	st.	street
	ST	point of spiral to tangent
	sta.	station
	std.	standard
	stiff.	stiffener
	str.	straight
	struc.	structural
	sym.	symmetrical
T	T	tangent length
	T.	township
	tan.	tangent
	TBM	temporary bench mark
	TCE	temporary construction easement
	transv.	transverse
	TS	point of tangent to spiral
	typ.	typical
V	V	design speed
	vert.	vertical
	vph	vehicles per hour
	VPI	vertical point of intersection
W	W	West

DRAINAGE SYMBOLS

Ditch (existing, proposed)

Flow Arrow

Drainage or Small Creek

Lake, Pond or Reservoir

Large Creek

Wetland

River

Spring

Bridge (existing, proposed)

Box culvert (existing, proposed)

Pipe culvert (existing, proposed)

With end sections (existing, proposed)

With headwalls (existing, proposed)

With drop inlet (existing, proposed)

Underdrain (existing, proposed)

Riprap apron (proposed)

CONVENTIONAL PLAN SYMBOLS AND ABBREVIATIONS

Sheet 1 of 2

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23 April 2024 2:59 PM

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A3

FENCE & CATTLEGUARD SYMBOLS

- Fence (existing, proposed)
- Fence with gate (existing, proposed)
- Cattleguard (existing, proposed)

GEOLOGIC SYMBOLS

- Boring location
- Material source

LANDSCAPING & VEGETATION SYMBOLS

- Tree
- Treeline

MAPPING SYMBOLS

- Building (existing, proposed)
- Coordinate Grid Tick
- North arrow
- Railroad
  - Single Track
  - Double Track
- Spot elevation
- Trail
- Survey control point

GUARDRAIL, BARRIER & WALL SYMBOLS

- Guardrail (existing, proposed)
- Guardwall (proposed)
- Median & Side Barrier (existing, proposed)
- Retaining Wall (existing, proposed)

ROADWAY SYMBOLS

- Clearing/construction limits
- Slope state limits
  - Top of Cut
  - Transition
  - Toe of fill
- Edge of roadway (existing, proposed)
- Roadway centerline (with station ticks)
- Roadway obliteration

RIGHT-OF-WAY SYMBOLS

- Boundaries
  - National
  - State
  - County
  - City
  - Township or Range line
  - Section
  - 1/4 Section
  - 1/16 Section
  - Bureau of Indian Affairs
  - Bureau of Land Management
  - National Forest
  - National Park
  - National Wildlife Refuge
- Easements
  - Permanent (existing)
  - Permanent (proposed)
  - Temporary (proposed)
- Monument (as described)
- Parcel number
- Property line
- Right-of-way line (existing)
- Right-of-way line (proposed)
- Section corner (found, projected)
  - 1/4 Section corner (found, projected)
  - 1/16 Section corner (found, projected)

SIGN SYMBOLS

- Signs
  - Commerical (existing, proposed)
  - Delineator (existing, proposed)
  - Portable (proposed)
  - Post mounted (existing, proposed)

UTILITY SYMBOLS

- Irrigation ditch
  - Underground (existing, proposed)
  - Surface (existing, proposed)
- Support pole (existing, proposed)
- Support pole anchor (existing, proposed)
- Street light (exisiting, proposed)
- Telephone pedestal (existing, proposed)
- Underground utility
  - CATV (existing, proposed)
  - Fiber optic (existing, proposed)
  - Gas (existing, proposed)
  - Oil (existing, proposed)
  - Power (existing, proposed)
  - Sanitary sewer (existing, proposed)
  - Telephone (existing, proposed)
  - Water (existing, proposed)
- Overhead utility
  - CATV (existing, proposed)
  - Fiber optic (existing, proposed)
  - Power (existing, proposed)
  - Telephone (existing, proposed)

PROJECT SPECIFIC SYMBOLS

- Temporary Traffic Control, Plastic Fence (Environmentally Sensitive Area Protection)

CONVENTIONAL PLAN SYMBOLS AND ABBREVIATIONS

Sheet 2 of 2

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23 April 2024 2:59 PM

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A4

PROJECT : 10015010 CA FLAP Quincy Junction (CA FLAP PLU 406(1) Quincy Junction Road)
DATE OF FIELD WORK : 08/08/2023 - 08/17/2023
DATE OF FINAL ADJUSTMENT : 08/21/2023

PROJECT UNITS : International Feet
COORDINATE SYSTEM : California Zone 1 (0401)
EPOCH DATE : 2010.00
VERTICAL DATUM : NAVD88
MODELED : GEOID18

CONTROL	STATE PLANE COORDINATES			GEO COORDINATES					GROUND COORDINATES			
POINT NUMBER	NORTHING (iFt)	EASTING (iFt)	ELEVATION (iFt)	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT (iFt)	MAPPING ANGLE	COMBINED FACTOR	NORTHING	EASTING	STATION/OFFSET	DESCRIPTION
2000	1871645.48	6868952.09	3422.54	39°57'45.93492"	120°54'13.74055"	3344.46	0°43'00"	0.999849690	1872026.73	6870351.25	151+44.06 (78.8' RT)	48IN REBAR WITH 3.25IN ALC CFLHD 2000
2001	1870983.24	6868376.08	3408.27	39°57'39.46213"	120°54'21.24354"	3330.14	0°42'55"	0.999850847	1871364.35	6869775.13	142+71.92 (19.8' LT)	48IN REBAR WITH 3.25IN ALC CFLHD 2001
2002	1869784.97	6867598.19	3411.55	39°57'27.71722"	120°54'31.42419"	3333.40	0°42'49"	0.999851552	1870165.83	6868997.08	128+44.04 (27.4' RT)	48IN REBAR WITH 3.25IN ALC CFLHD 2002
2003	1869201.69	6867150.29	3442.19	39°57'22.00860"	120°54'37.26861"	3363.98	0°42'45"	0.999850510	1869582.43	6868549.09	121+13.40 (26.3' RT)	48IN REBAR WITH 3.25IN ALC CFLHD 2003
2004	1868444.73	6865971.54	3407.13	39°57'14.67326"	120°54'52.52453"	3328.91	0°42'35"	0.999852727	1868825.32	6867370.10	107+15.94 (46.1' LT)	48IN REBAR WITH 3.25IN ALC CFLHD 2004
2005	1867824.47	6865105.75	3408.83	39°57'08.65003"	120°55'03.73966"	3330.57	0°42'28"	0.999853092	1868204.94	6866504.13	N/A	48IN REBAR WITH 3.25IN ALC CFLHD 2005
P148	2038038.28	6894121.95	5275.35	40°25'06.90275"	120°48'21.40665"	5200.31	0°46'51"	0.999672335	2038453.41	6895526.24	N/A	CORS STATION
P149	1744120.71	7095693.98	8722.54	39°36'07.65343"	120°06'17.85675"	8645.78	1°14'21"	0.999710571	1744475.98	7097139.33	N/A	CORS STATION
P151	1994415.12	7098012.33	4386.03	40°17'20.03110"	120°04'38.09487"	4309.68	1°15'26"	0.999733762	1994821.37	7099458.15	N/A	CORS STATION
P346	1810559.74	6879937.10	6762.91	39°47'40.94155"	120°52'02.81630"	6685.93	0°44'26"	0.999738389	1810928.54	6881338.50	N/A	CORS STATION

PROJECT AVERAGES = 0.999796348

NOTE:
TO PRECISELY CHECK DISTANCES BETWEEN POINTS AS MEASURED ON THE GROUND : INVERSE THE STATE PLANE COORDINATES AND DIVIDE THE COMPUTED DISTANCE BY A MEAN COMBINED FACTOR OF THE TWO POINTS.

TO COMPUTE GEODETIC AZIMUTHS USE THE FOLLOWING FORMULA :
GEODETIC AZIMUTH = GRID AZIMUTH + MAPPING ANGLE

SURVEY CONTROL

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20 April 2024 12:33 PM

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A5

N

Scale in feet
200 100 0 250 500

BEGIN PROJECT
QUINCY JUNCTION ROAD
CA FLAP PLU 406(1)
100+20.00

END PROJECT
QUINCY JUNCTION ROAD
CA FLAP PLU 406(1)
151+52.91

100+00
110+00
120+00
130+00
140+00
150+00

T 24N, R 09E, Sec. 12
T 24N, R 10E, Sec. 7

See Section 105 for information on potential staging area

Greenhorn Creek Bridge

Quincy, CA
1.5 mile

Quincy Junction Road
2005
2004
2003
2002
2001
2000

Clear Creek Road
Greenhorn Creek
Chandler Road
Bell Lane
Plumas National Forest
Western Pacific Railroad

100 year Zone AH Floodplain
100 year Zone AE Floodplain
Floodway

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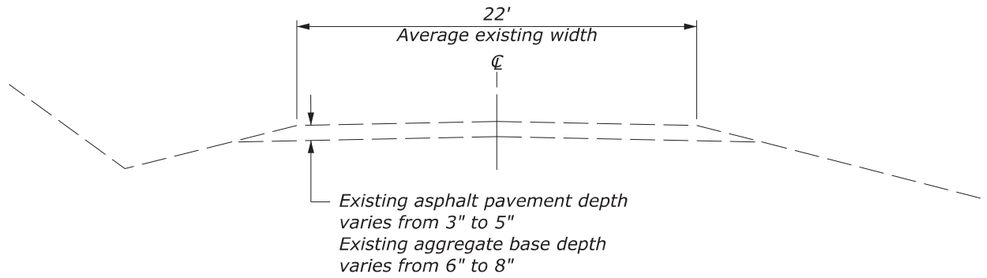
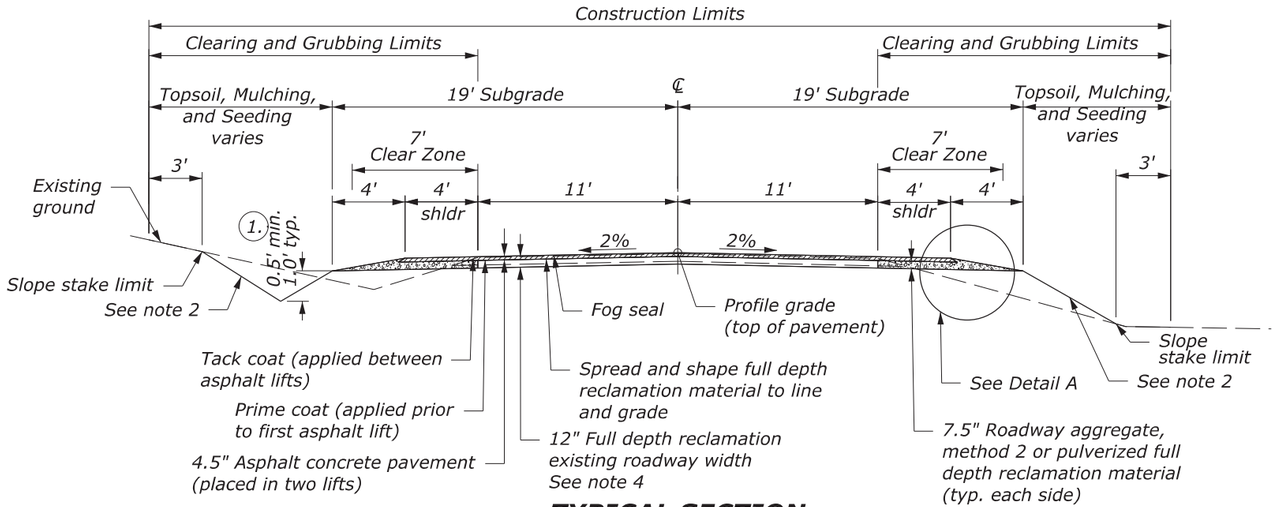
SITE MAP

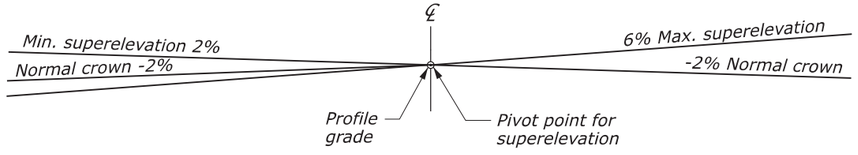
PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A6



EXISTING TYPICAL SECTION
101+78 to 134+12
134+99 to 151+53



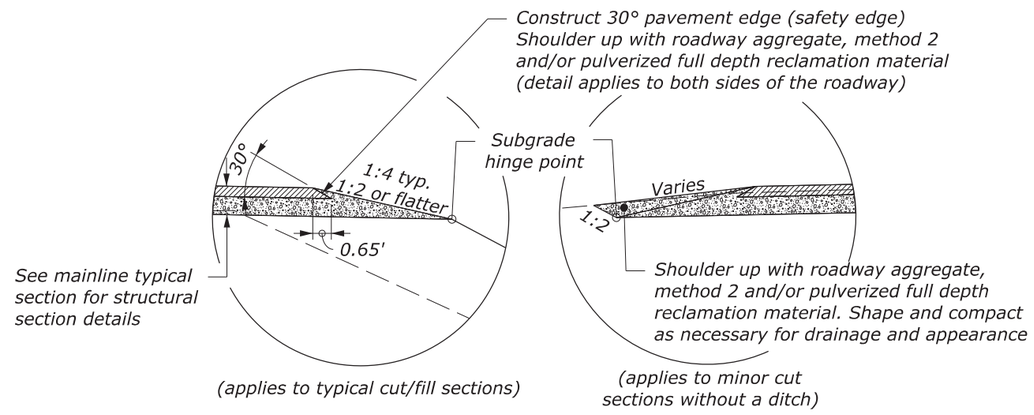
TYPICAL SECTION
101+78 to 110+00
128+00 to 133+50 (LT) and 133+71 (RT)
TRANSITION to 133+75 (LT) and 133+97 (RT)
TRANSITION from 135+38 (LT/RT)
135+60 to 151+53



METHOD OF SUPERELEVATION ON CURVES

Note:

1. *The gradient and width of the roadway ditches and the excavation and embankment slope ratios may be adjusted by the CO to assure adequate drainage and stability.*
2. *See cross sections for cut and fill slope ratios. Typical cut and fill slopes are 1:2. Cut slopes in bedrock may be increased to 1:1 max.*
3. *Superelevated, driveway, intersection, and widened sections not shown. See plans and cross sections for cross slope ratios and variable widths.*
4. *Pulverize the existing paved width to the depth shown. The depth and width may be adjusted by the CO to assure adequate structure and stability and/or to avoid shallow rock or unsuitable material.*



DETAIL A
(applies to both sides of the roadway)

LENGTH OF PROJECT

Station to Station	Roadway (ft)	Existing Bridge (ft)
100+20 to 101+78	158 (restriping only)	--
101+78 to 134+12	3234	--
134+12 to 134+99	--	87
134+99 to 151+53	1654	--
TOTALS (ft)	5046	87
TOTALS (mi)	0.95	0.02

No Scale

TYPICAL SECTION MAINLINE

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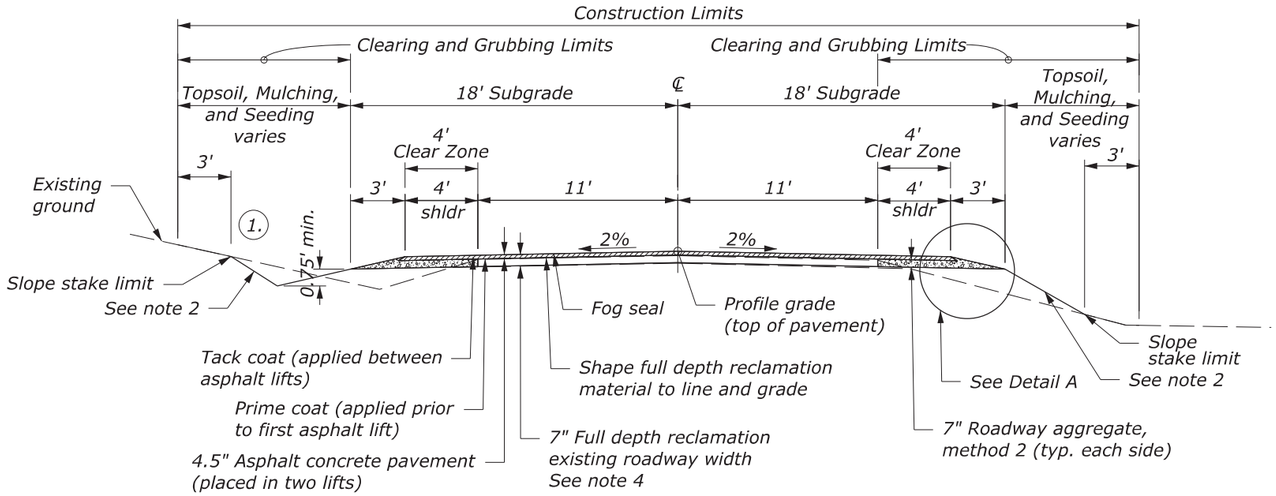
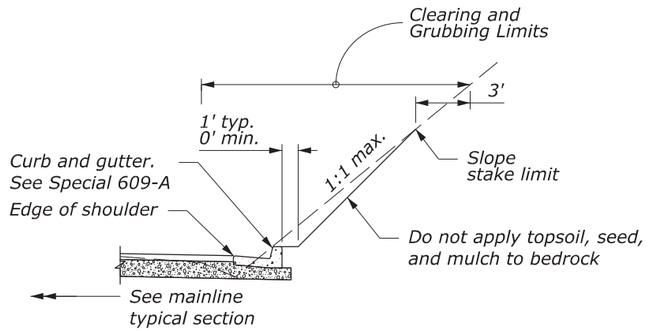
1 May 2024 10:18 AM

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A7



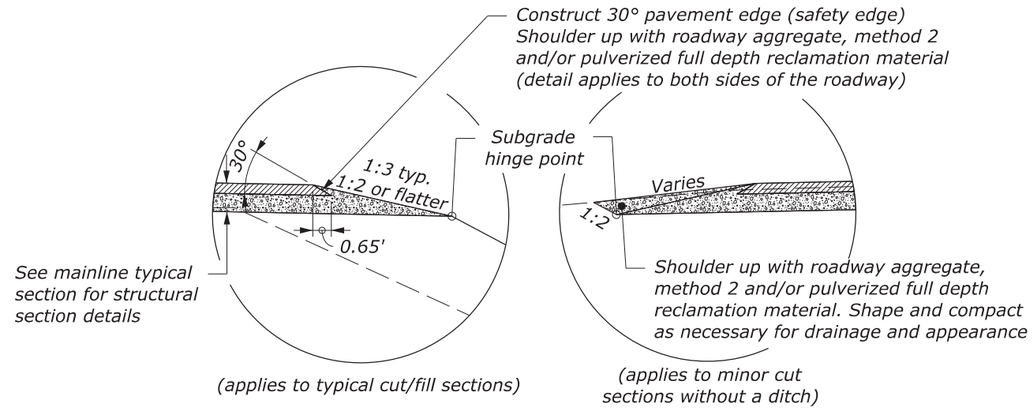
TYPICAL SECTION
110+00 to 128+00



CURB AND GUTTER TYPICAL SECTION
110+40 to 113+90 RT
119+16 to 121+78 RT
119+16 to 121+84 LT

Note:

1. *The gradient and width of the roadway ditches and the excavation and embankment slope ratios may be adjusted by the CO to assure adequate drainage and stability.*
2. *See cross sections for cut and fill slope ratios. Typical cut and fill slopes are 1:2. Cut slopes in bedrock may be increased to 1:1 max.*
3. *Superelevated, driveway, intersection, and widened sections not shown. See plans and cross sections for cross slope ratios and variable widths.*
4. *Pulverize the existing paved width to the depth shown. The depth and width may be adjusted by the CO to assure adequate structure and stability and/or to avoid shallow rock or unsuitable material.*



DETAIL A
(applies to both sides of the roadway)

No Scale

TYPICAL SECTION MAINLINE

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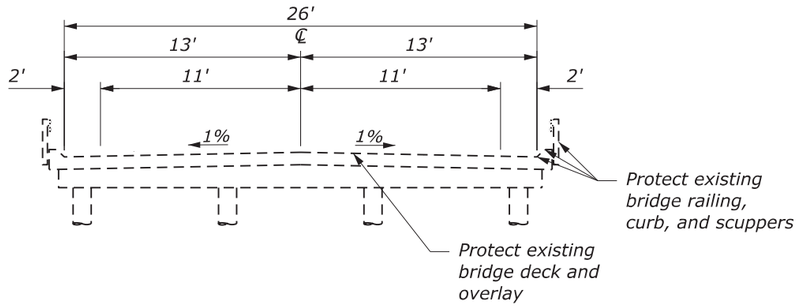
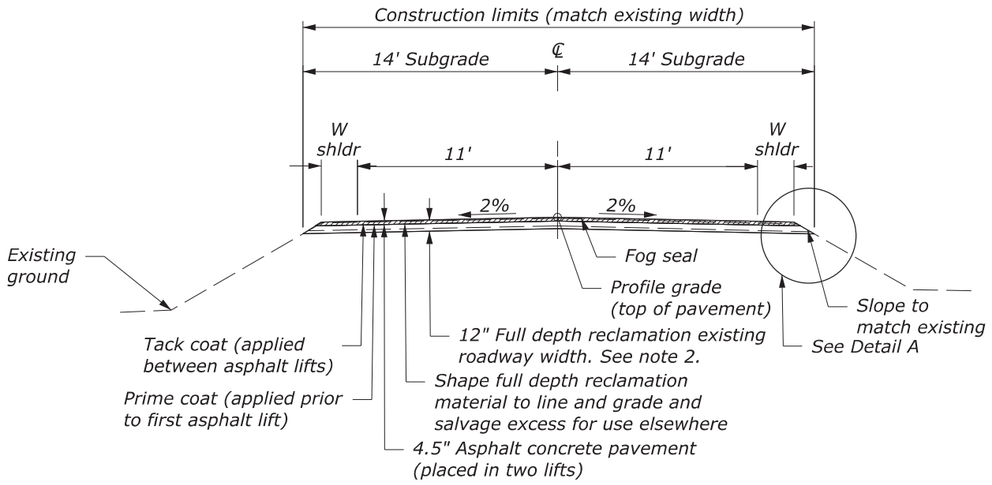
PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A8



EXISTING BRIDGE TYPICAL SECTION
134+12 to 134+99

Greenhorn Creek Bridge
(approach slabs not shown)

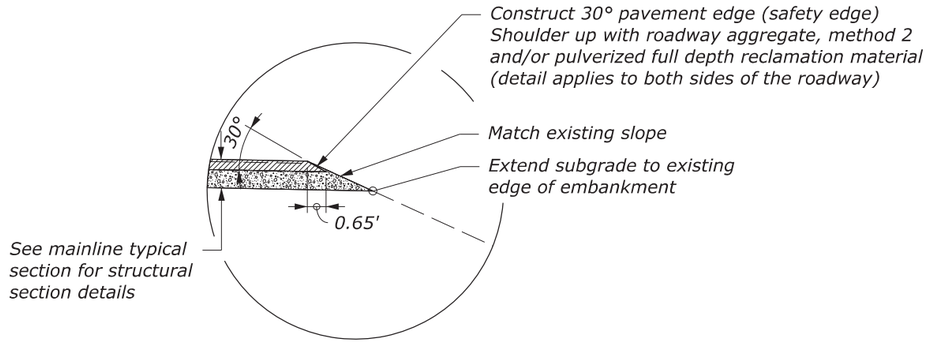


TYPICAL SECTION
133+75 (LT) to 134+23 (RT) (skewed)
134+85 (LT) to 135+38 (LT/RT) (skewed)

Left Shoulder Width	
Station	W (ft)
133+50.00	4.0
133+75.00	2.0
133+99.56	2.0
Bridge	No Work
134+85.27	2.0
135+38.00	2.0
135+60.00	4.0
Right Shoulder Width	
Station	W (ft)
133+71.00	4.0
133+96.55	2.0
134+22.93	2.0
Bridge	No Work
135+09.84	2.0
135+38.00	2.0
135+60.00	4.0

Note:

1. *Superelevated, driveway, intersection, and widened sections not shown. See plans and cross sections for cross slope ratios and variable widths.*
2. *Pulverize the existing paved width to the depth shown. The depth and width may be adjusted by the CO to assure adequate structure and stability and/or to avoid shallow rock or unsuitable material.*



DETAIL A
(applies to both sides of the roadway)

No Scale

TYPICAL SECTION MAINLINE

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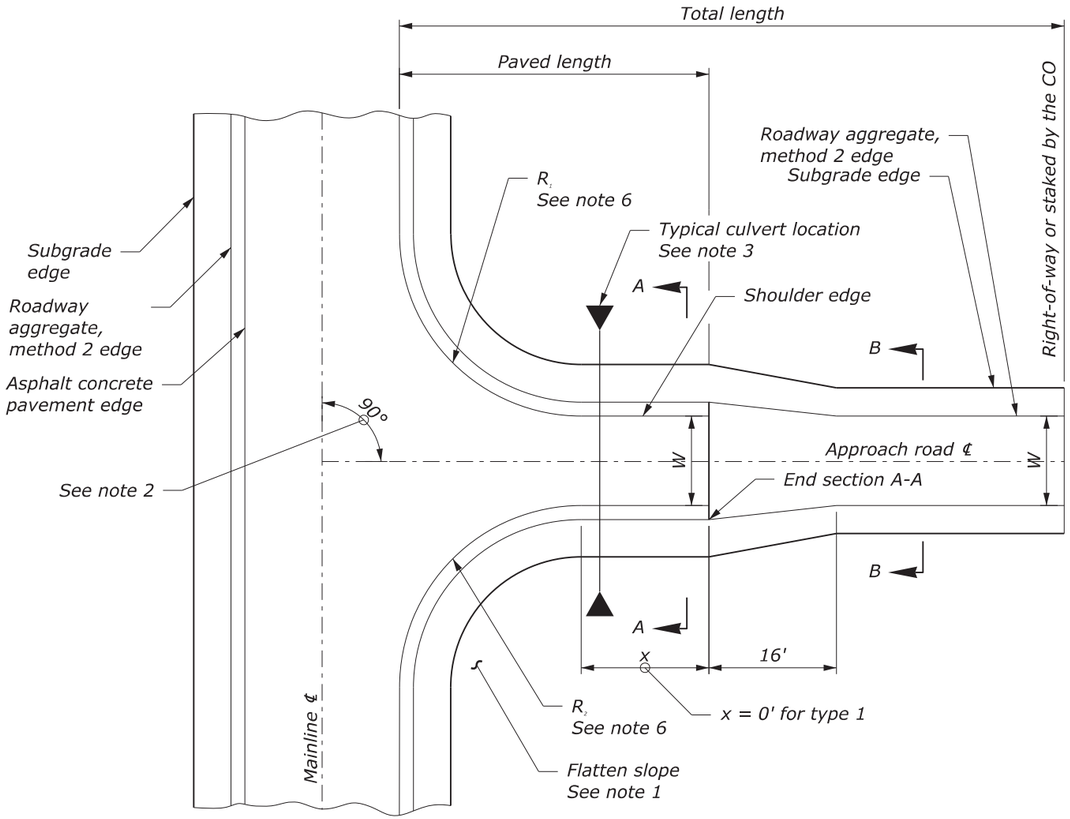
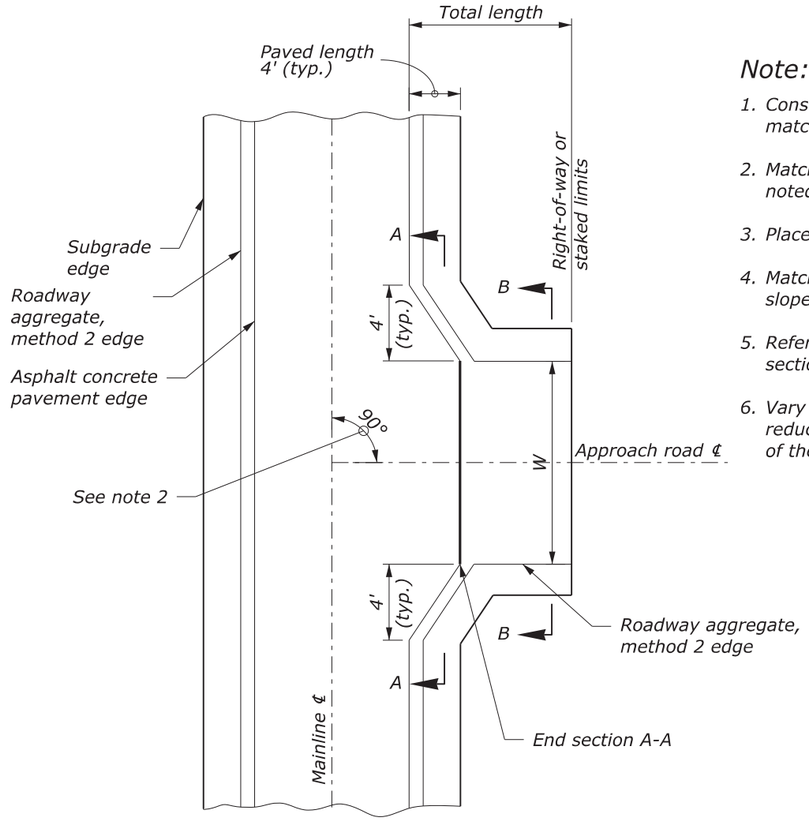
PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A9



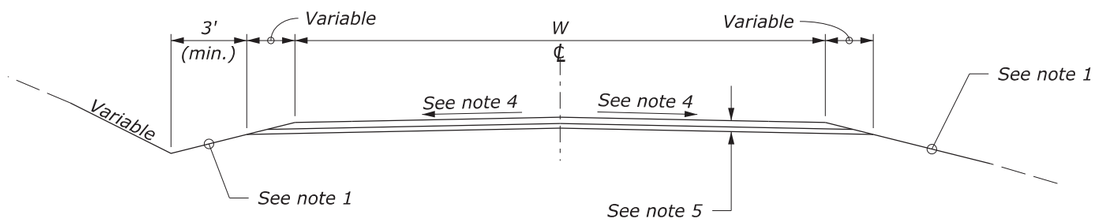
APPROACH ROAD
TYPE 1
TYPICAL SECTION



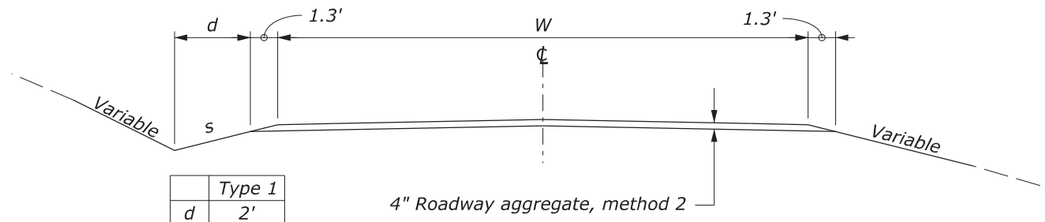
APPROACH ROAD
TYPE 3
TYPICAL SECTION

Note:

1. Construct cut and fill slopes for approach roads to match with mainline roadway construction.
2. Match the existing approach road angle unless noted otherwise on the plans.
3. Place culverts where shown on the plans.
4. Match the existing approach road/driveway cross slope.
5. Refer to mainline typical sections for structural section thicknesses and foreslopes.
6. Vary radii to fit unusual field conditions. Do not reduce existing radii or widths. R_1 is on the left side of the approach road centerline.



SECTION A-A



	Type 1
d	2'
s	1:3

SECTION B-B

No Scale

TYPICAL SECTION APPROACH ROADS AND DRIVEWAYS

Sheet 1 of 2

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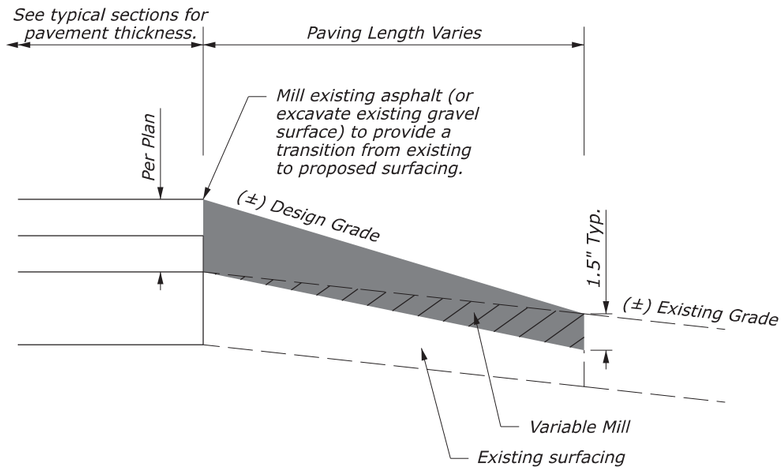
25 April 2024 10:44 AM

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	A10

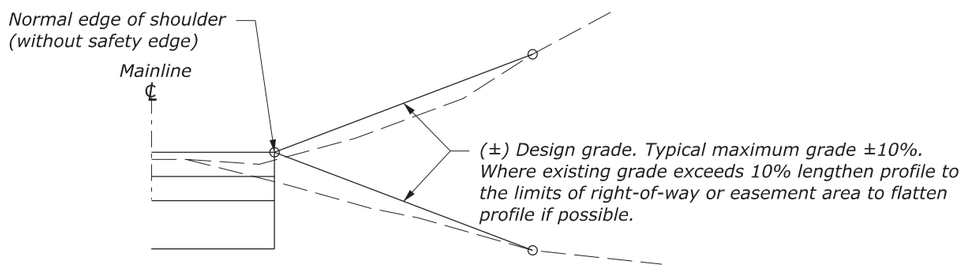
Note:

1. *Stations shown are approximate locations. Actual locations to be field verified.*



APPROACH ROAD TYPE MILLED

See approach details for locations and additional information.



TYPICAL PROFILE

APPROACH ROAD SUMMARY

STATION See note 1	TYPE	PAVED LENGTH (ft)	TOTAL LENGTH (ft)	W (ft)	R_1 (ft)	R_2 (ft)	Design grade (%)	REMARKS
104+63 Rt	3	4	4	63.8	-	-	-9.02	Paved apron, driveway, 1704 Qunicy Juntion Rd
106+15 Rt	3	4	4	35.3	-	-	-1.27	Paved apron, driveway, 1704 Qunicy Junction Rd
107+90 Rt	3	4	4	17.7	-	-	-5.79	Paved apron, driveway, 1719 Qunicy Junction Rd
109+82 Rt	3	4	10	18.7	-	-	12.85	Paved apron, driveway, 1812 Quincy Junction Rd
111+63 Lt	1	19	19	90.9	-	-	-6.88	Milled apron, driveway, 1709 & 1843 Quincy Junction Rd
114+01 Rt	3	4	8	18.4	-	-	0.94	Paved apron, driveway, 1898 Quincy Junction Rd
114+42 Rt	3	4	20	24.4	-	-	-1.84	Paved apron, driveway, 1898 Quincy Juction Rd
114+81 Lt	3	4	4	19.6	-	-	-6.46	Paved apron, driveway, 1843 Quincy Juntion Rd
115+71 Rt	3	4	11	14.7	-	-	-5.90	Paved apron, driveway, 1898 Quincy Junction Rd
116+29 Lt	3	4	27.1	16.4	-	-	-11.76	Paved apron, driveway, 1843 Quincy Junction Rd
117+26 Lt	1	15	15	24.7	12	15	-7.96	Paved apron, driveway, 1843 Quincy Junction Rd
117+67 Rt	3	4	13	23	-	-	-9.13	Paved apron, driveway, 1938 Quincy Junction Rd
118+23 Rt	3	4	10	15.6	-	-	-0.88	Paved apron, driveway, 1998 Quincy Junction Rd
118+76 Rt	3	4	13.7	25.4	-	-	3.81	Paved apron, driveway, 1998 Quincy Junction Rd
122+03 Lt	3	4	10	35.9	15	15	-7.06	Paved apron, driveway, 1949 Quincy Junction Rd
124+80 Lt	3	4	29.6	16	-	-	-16.31	Paved apron, driveway, 2035 Quincy Junction Rd
128+14 Rt	3	21.1	21.1	39.4	80	19	-3.57	Milled apron, approach, Clear Creek Rd
133+11 Lt	3	4	12.2	11.1	-	-	-11.29	Paved apron, driveway, 2571 Quincy Junction Rd
133+33 Rt	3	4	8	21.2	-	-	-9.03	Paved apron, driveway, 2382 Quincy Junction Rd
142+82 Rt	3	4	15.2	18.3	-	-	-7.14	Paved apron, driveway, 2570 Quincy Junction Rd
142+83 Lt	3	4	14.4	11.4	-	-	-10.70	Paved apron, driveway, 2571 Quincy Junction Rd
147+69 Rt	3	4	4	15.4	-	-	0.75	Paved apron, driveway, 2570 Quincy Junction Rd
147+93 Lt	3	4	12.5	22	-	-	-6.20	Paved apron, driveway, 2571 Quincy Junction Rd

No Scale

TYPICAL SECTION APPROACH ROADS AND DRIVEWAYS

Sheet 2 of 2

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25 April 2024 10:43 AM

SUMMARY OF QUANTITIES - Schedule A

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B1

AMEND	Line Item No.	Pay Item Number	Pay Item Description	Unit	Sheet and Description					Estimated Quantities	Remarks and/or Determination of Estimated Quantity
					B3	B4	B5	B6-B8			
					Grading	Surfacing	Drainage	Miscellaneous	Allowance	Bid Schedule	
	A0100	15101-0000	MOBILIZATION	LPSM						ALL	
	A0200	15215-3000	SURVEY AND STAKING, DRAINAGE STRUCTURE	EACH				14		14	
	A0300	15225-0000	SLOPE, REFERENCE, AND CLEARING AND GRUBBING CONTROL	MILE				0.940		0.940	
	A0400	15236-2000	SURVEY CONTROL, GRADE FINISHING	MILE				1.880		1.880	
	A0500	15301-0000	CONTRACTOR QUALITY CONTROL	LPSM						ALL	
	A0600	15401-0000	CONTRACTOR TESTING	LPSM						ALL	
	A0700	15501-0000	CONSTRUCTION SCHEDULE	LPSM						ALL	
	A0800	15701-0000	SOIL EROSION CONTROL	LPSM						ALL	
	A0900	15720-0000	STORM WATER POLLUTION PREVENTION PLAN	LPSM						ALL	
	A1000	15802-0000	WATERING FOR DUST CONTROL	LPSM						ALL	
	A1100	20101-0000	CLEARING AND GRUBBING	ACRE				4.2	0.1	4.3	
	A1200	20301-1200	REMOVAL OF HEADWALL	EACH			2			2	
	A1300	20301-1900	REMOVAL OF PIPE CULVERT	EACH			12			12	
	A1400	20301-2300	REMOVAL OF SIGN/MARKER	EACH				33		33	
	A1500	20302-0100	REMOVAL OF BOX CULVERT	LNFT			30			30	
	A1600	20302-0700	REMOVAL OF FENCE	LNFT				1,269	81	1,350	
	A1700	20402-0000	SUBEXCAVATION	CUYD		250			50	300	
	A1800	20420-0000	EMBANKMENT CONSTRUCTION	CUYD	1,952				48	2,000	
	A1900	25101-0200	PLACED RIPRAP, METHOD A, CLASS 2	CUYD			28.8		1.2	30.0	
	A2000	25101-0300	PLACED RIPRAP, METHOD A, CLASS 3	CUYD			60.1		4.9	65.0	
	A2100	25101-0600	PLACED RIPRAP, METHOD A, CLASS 6	CUYD			38		2	40	
	A2200	30202-2000	ROADWAY AGGREGATE, METHOD 2	TON		3,112			388	3,500	
	A2300	30401-5000	FULL DEPTH RECLAMATION, METHOD 2 (7-INCH DEPTH)	MILE		0.340			0.020	0.360	
	A2400	30401-5900	FULL DEPTH RECLAMATION, METHOD 2, 12-INCH DEPTH	MILE		0.580			0.020	0.600	
	A2500	40301-0100	ASPHALT CONCRETE PAVEMENT, TYPE 1	TON		4,366			134	4,500	
	A2600	40601-0000	FOG SEAL	TON		7			3	10	
	A2700	41102-1000	PRIME COAT, METHOD 1	SQYD		13,405			595	14,000	
	A2800	41105-0000	BLOTTER	TON		20			5	25	
	A2900	41201-0000	TACK COAT	TON		14			1	15	
	A3000	41301-0000	ASPHALT PAVEMENT MILLING	SQYD		372			28	400	
	A3100	60103-0820	CONCRETE, HEADWALL FOR DOUBLE 84-INCH PIPE CULVERT	EACH			2			2	
	A3200	60201-0800	24-INCH PIPE CULVERT	LNFT			60		5	65	
	A3300	60201-1200	48-INCH PIPE CULVERT	LNFT			55		5	60	
	A3400	60201-1800	84-INCH PIPE CULVERT	LNFT			80		5	85	
	A3500	60202-0200	18-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT	LNFT			199		11	210	
	A3600	60202-0400	24-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT	LNFT			186		14	200	
	A3700	60202-0600	36-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT	LNFT			40		5	45	
	A3800	60210-0800	END SECTION FOR 24-INCH PIPE CULVERT	EACH			2			2	
	A3900	60210-1000	END SECTION FOR 36-INCH PIPE CULVERT	EACH			3			3	
	A4000	60210-1200	END SECTION FOR 48-INCH PIPE CULVERT	EACH			2			2	

MileStone: 70% Design
Date Completed: 05/01/24
Report Date: 04/30/24

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SUMMARY OF QUANTITIES - Schedule A

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B2

AMEND	Line Item No.	Pay Item Number	Pay Item Description	Unit	Sheet and Description					Estimated Quantities	Remarks and/or Determination of Estimated Quantity
					B3	B4	B5	B6-B8			
					Grading	Surfacing	Drainage	Miscellaneous	Allowance	Bid Schedule	
	A4100	60211-0600	END SECTION FOR 18-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT	EACH			12			12	
	A4200	60211-0800	END SECTION FOR 24-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT	EACH			8			8	
	A4300	60211-1000	END SECTION FOR 36-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT	EACH			2			2	
	A4400	60704-0000	CLEANING CULVERT IN PLACE	EACH			8			8	
	A4500	60902-1200	CURB AND GUTTER, CONCRETE, 14-INCH DEPTH	LNFT				871	79	950	
	A4600	61901-0600	FENCE, BARBED WIRE (TEMPORARY)	LNFT				1,269	81	1,350	
	A4700	61901-1000	FENCE, BARBED WIRE, 5 STRAND	LNFT				1,269	81	1,350	
	A4800	61920-2000	REMOVE AND RESET GATE	EACH				2		2	
	A4900	61921-1000	REMOVE AND RESET FENCE	LNFT				72	8	80	
	A5000	62201-0250	DUMP TRUCK, 10 CUBIC YARD MINIMUM CAPACITY	HOUR						20	
	A5100	62201-0400	BACKHOE LOADER, 2 CUBIC F00T MINIMUM RATED CAPACITY BUCKET, 12-INCH WIDTH	HOUR						20	
	A5200	62201-0950	WHEEL LOADER, 3 CUBIC YARD MINIMUM RATED CAPACITY	HOUR						20	
	A5300	62201-3000	HYDRAULIC EXCAVATOR (ROCK EXCAVATION AND ROCK BREAKER)	HOUR						80	
	A5400	62201-3350	HYDRAULIC EXCAVATOR, 1 CUBIC YARD MINIMUM CAPACITY	HOUR						20	
	A5500	62301-0000	GENERAL LABOR	HOUR						80	
	A5600	62302-1000	SPECIAL LABOR, HIRED TECHNICAL SERVICES (BIOLOGIST)	HOUR						100	
	A5700	62302-1000	SPECIAL LABOR, HIRED TECHNICAL SERVICES	HOUR						80	
	A5800	62302-1100	SPECIAL LABOR, HIRED SURVEY SERVICES	HOUR						40	
	A5900	62406-0300	PLACING CONSERVED TOPSOIL, 4-INCH DEPTH	ACRE				1.3		1.3	
	A6000	62510-2000	SEEDING, HYDRAULIC METHOD	ACRE				1.3		1.3	
	A6100	62515-2000	MULCHING, HYDRAULIC METHOD	ACRE				1.3		1.3	
	A6200	63301-0000	SIGN SYSTEM	EACH				14		14	
	A6300	63308-0000	OBJECT MARKER	EACH				8		8	
	A6400	63309-0000	DELINEATOR	EACH				49	6	55	
	A6500	63401-0300	PAVEMENT MARKINGS, TYPE B, SOLID	LNFT				32,122	378	32,500	
	A6600	63401-0400	PAVEMENT MARKINGS, TYPE B, BROKEN	LNFT				6,996	4	7,000	
	A6700	63405-0050	PAVEMENT MARKINGS, SYMBOLS (TYPE B)	EACH				4		4	
	A6800	63501-0000	TEMPORARY TRAFFIC CONTROL	LPSM						ALL	
	A6900	63503-1000	TEMPORARY TRAFFIC CONTROL, PLASTIC FENCE	LNFT				1,150		1,150	
	A7000	64620-0400	REMOVE AND RESET MAILBOX	EACH				5		5	
	A7100	64704-1000	MITIGATION, STREAMBED MATERIAL	CUYD			15			15	

MileStone: 70% Design
Date Completed: 05/01/24
Report Date: 04/30/24

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GRADING SUMMARY

Station to Station	Roadway Excavation		Additional Excavation For info only	For info only	For info only		Embankment	Pay Item 20420-0000	For info only			For info only
	Prismoidal Volume	Roadway Excavation	(-) Unavailable Material (see note 3)	Rock Excavation (see note 8)	Shrink/Swell Factor	Total Excavation Available For Fills	Prismoidal Volume	Embankment Construction	(+) Various Backfill Material Generated Onsite (see note 4)	Total Embankment	Excavation - Embankment	Estimated Unclassified Borrow Volume (see note 5)
	BCY	BCY	BCY	BCY		CCY	CCY	CUYD	CCY	CCY	CCY	BCY
101+78 - 107+28	109	109	42	66	1	67	131	131	48	179	-112	124
107+28 - 114+78	451	451	83	110	1	367	106	106	61	167	200	-223
114+78 - 122+28	349	349	102		1	247	274	274	75	349	-102	113
122+28 - 129+78	722	722	114		1	608	585	585	110	695	-87	97
129+78 - 137+28	148	148	64		1	84	460	460	131	591	-507	563
137+28 - 144+78	159	159	65		1	95	367	367	127	494	-400	444
144+78 - 151+53	330	330	133		1	197	29	29	20	49	148	-164
TOTALS	**2,268**	**2,268**	**603**	**176**		**1,665**	**1,952**	**1,952**	**572**	**2,524**	**-860**	**954**

NOTE:

1. Quantities based on prismoidal (surface to surface) volumes.
2. Conserve 4 inches of topsoil in cut and fill slope areas.
3. Unavailable material includes Topsoil Stripping in Cuts.
4. Various backfill material generated onsite includes Topsoil Replacement Under Fill.
5. Unclassified borrow quantity calculated using volumes adjusted for shrink/swell. An assumed value of 1.0 was used for calculations. The contractor is responsible for determining the shrink/swell on the borrow material.
6. The quantities shown herein are approximations. Payment will be made for the actual quantities of work performed.
7. BCY = Bank cubic yard - one cubic yard of material as it lies in the natural state.
   CCY = Compacted cubic yard - one cubic yard of material after it has been compacted to specification density.
8. Estimated Rock Excavation quantity. Work is incidental to Roadway Excavation and Embankment Construction. See Section 204 for additional information.

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B4

SURFACING SUMMARY

Station to Station	30202-2000 ROADWAY AGGREGATE, METHOD 2 TON	30401-5000 FULL DEPTH RECLAMATION, METHOD 2, (7-INCH DEPTH) MILE	30401-5900 FULL DEPTH RECLAMATION, METHOD 2, 12-INCH DEPTH MILE	40301-0100 ASPHALT CONCRETE PAVEMENT, TYPE 1 TON	40601-0000 FOG SEAL TON	41102-1000 PRIME COAT, METHOD 1 SQYD	41105-0000 BLOTTER TON	41201-0000 TACK COAT TON	41301-0000 ASPHALT PAVEMENT MILLING SQYD
101+78 - 107+28	392		0.10	486	1	1,459	2	2	
107+28 - 114+78	503	0.09	0.05	712	1	2,219	3	2	
114+78 - 122+28	401	0.14		670	1	2,045	3	2	
122+28 - 129+78	420	0.11	0.03	678	1	2,078	3	2	
129+78 - 137+28	459		0.13	568	1	1,753	3	2	
137+28 - 144+78	533		0.14	650	1	1,965	3	2	
144+78 - 151+53	404		0.13	602	1	1,886	3	2	
110+69 - 112+30									251
127+69 - 12842.00									121
TOTALS	**3,112**	**0.34**	**0.58**	**4,366**	**7**	**13,405**	**20**	**14**	**372**

Values used for estimating purposes:

Roadway Aggregate 139 lb/ft3
Hot asphalt concrete pavement 145.2 lb/ft3
Blotter . . . . 14.75 lb/yd2 (20% of total area)
Fog seal . . . . 0.1 gal/yd2 (233 gal/ton)
Prime coat . . . . 0.27 gal/yd2 (233 gal/ton)
Tack coat . . . . 0.1 gal/yd2 (233 gal/ton)

ASPHALT PAVEMENT REPAIR SUMMARY

Item Number		20402-0000	
Station to Station	Side	SUBEXCAVATION CUYD	Remarks
Entire Project	RT/LT	250	As directed by the CO.
TOTAL		**250**	

*1. Use Geotextile filter, **class 1, type A, non-woven**. See subsection 714.01(a)*

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SURFACING AND ASPHALT PAVEMENT REPAIR SUMMARIES

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B5

DRAINAGE SUMMARY

Station	Side	Skew (deg)	20301-1900 REMOVAL OF PIPE CULVERT EACH	25101-0200 PLACED RIPRAP, METHOD A, CLASS 2 CUYD	25101-0300 PLACED RIPRAP, METHOD A, CLASS 3 CUYD	60201-0800 24-INCH PIPE CULVERT LNFT	60201-1200 48-INCH PIPE CULVERT LNFT	60202-0200 18-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT LNFT	60202-0400 24-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT LNFT	60202-0600 36-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT LNFT	60210-0800 END SECTION FOR 24-INCH PIPE CULVERT EACH	60210-1000 END SECTION FOR 36-INCH PIPE CULVERT EACH	60210-1200 END SECTION FOR 48-INCH PIPE CULVERT EACH	60211-0600 END SECTION FOR 18-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT EACH	60211-0800 END SECTION FOR 24-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT EACH	60211-1000 END SECTION FOR 36-INCH EQUIVALENT DIAMETER ARCH OR ELLIPTICAL PIPE CULVERT EACH	60704-0000 CLEANING CULVERT IN PLACE EACH	Remarks
102+16	LT/RT	2	1	2.2					55						2			
106+19	RT	--															1	Protect culvert in place. Do not survey.
106+74	LT/RT	-3	1	3.9		60					2							
109+80	RT	--															1	Protect culvert in place. Do not survey.
114+65	LT/RT	-17	1															
114+72	LT/RT	-30		2.2					49						2			
114+85	LT	--															1	Protect culvert in place. Do not survey.
115+70	RT	--	1	0.9				23						2				
116+24	LT	--	1	0.9				40						2				
117+23	LT	--															1	Protect culvert in place. Do not survey.
117+52	RT	--	1	0.9				36						2				
118+36	RT	--	1	0.9				25						2				
118+80	RT	--	1	0.9				45						2				
128+92	LT/RT	-2	1															
128+97	LT/RT	-2			44.5		55						2					
133+56	LT/RT	-3	1	0.9					42						2			
137+38	LT/RT	0	1		15.6					40						2		
142+43	LT/RT	1	1	2.2					40						2			
144+40	LT/RT	-2										3					3	Protect culvert in place, add end section RT. Do not survey.
147+69	RT	--															1	Protect culvert in place. Do not survey.
147+93	LT	--		0.9				30						2				
All Project	LT/RT			12.0														Flared gutter terminus. See Special 609-A
TOTALS			**12**	**28.8**	**60.1**	**60**	**55**	**199**	**186**	**40**	**2**	**3**	**2**	**12**	**8**	**2**	**8**	

DRAINAGE SUMMARY (CONT'D)

Station	Side	Skew (deg)	20301-1200 REMOVAL OF HEADWALL EACH	20302-0100 REMOVAL OF BOX CULVERT LNFT	25101-0600 PLACED RIPRAP, METHOD A, CLASS 6 CUYD	60103-0820 CONCRETE, HEADWALL FOR DOUBLE 84-INCH PIPE CULVERT EACH	60201-1800 84-INCH PIPE CULVERT LNFT	64704-1000 MITIGATION, STREAMBED MATERIAL CUYD	Remarks
129+77	LT/RT	0	2	30	38	2	80	15	See Sheet D1 and Special 602-A
TOTALS			**2**	**30**	**38**	**2**	**80**	**15**	

NOTE:
*1. Use Geotextile filter, **class 1, type A, non-woven**. See subsection 714.01(a)*

DRAINAGE SUMMARY

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B6

MISCELLANEOUS SUMMARY

Item Number		64620-0400	
Station to Station	Side	REMOVE AND RESET MAILBOX	Remarks
		EACH	
108+08	RT	1	1744 Quincy Junction Rd, Quincy, CA 95971
114+54	LT	1	1843 Quincy Junction Rd, Quincy, CA 95971
117+97	RT	1	1938 Quincy Junction Rd, Quincy, CA 95971
147+34	LT	1	2571 Quincy Junction Rd, Quincy, CA 95971
147+36	LT	1	2570 Quincy Junction Rd, Quincy, CA 95971
TOTAL		**5**	

CURB AND GUTTER SUMMARY

Item Number				60902-1200	
Station to Station			Side	CURB AND GUTTER, CONCRETE, 14-INCH DEPTH	Remarks
				LNFT	
110+40	to	113+90	RT	350	See Special 609-A
119+16	to	121+75	LT	259	See Special 609-A
119+16	to	121+78	RT	262	See Special 609-A
TOTAL				**871**	

SURVEY AND STAKING SUMMARY

Item Number				15215-3000	15225-0000	15236-2000	
Station to Station			Side	SURVEY AND STAKING, DRAINAGE STRUCTURE	SLOPE, REFERENCE, AND CLEARING AND GRUBBING CONTROL	SURVEY CONTROL, GRADE FINISHING	Remarks
				EACH	MILE	MILE	
101+78	to	151+53	LT/RT		0.94	1.88	
All Project				14			See Drainage Summary for new locations
TOTAL				**14**	**0.94**	**1.88**	

FENCE SUMMARY

Item Number				20302-0700	61901-0600	61901-1000	61920-2000	61921-1000	63503-1000	
Station to Station			Side	REMOVAL OF FENCE	FENCE, BARBED WIRE (TEMPORARY)	FENCE, BARBED WIRE, 5 STRAND	REMOVE AND RESET GATE	REMOVE AND RESET FENCE	TEMPORARY TRAFFIC CONTROL, PLASTIC FENCE	Remarks
				LNFT	LNFT	LNFT	EACH	LNFT	LNFT	
114+80	-	115+52	RT					72		Vinyl Split Rail Fence
128+02	-	128+05	LT	3	3	3				
128+49	-	128+52	LT	8	8	8				
128+60	-	129+59	RT	99	99	99				
128+86	-	129+55	LT	69	69	69				
129+59			RT				1			
129+91	-	130+11	LT	20	20	20				
129+95			RT				1			
129+95	-	130+10	RT	15	15	15				
130+49	-	132+88	LT	239	239	239				
130+55	-	130+61	RT	6	6	6				
133+22	-	133+72	LT	50	50	50				
134+86	-	142+46	LT	760	760	760				
128+50	-	130+00	LT						150	
128+59	-	130+59	RT						200	
138+72	-	140+72	RT						200	
143+33	-	145+33	LT						200	
143+36	-	145+36	RT						200	
All Project									200	Tree protection as directed by the CO.
TOTAL				**1269**	**1269**	**1269**	**2**	**72**	**1150**	

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MISCELLANEOUS SUMMARIES

Sheet 1 of 3

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B7

PERMANENT SIGN SUMMARY

Station	Side	MUTCD Reference	Description	Item Number Sign Panel in x in	20301-2300 REMOVAL OF SIGN/MARKER EACH	63301-0000 SIGN SYSTEM EACH	63308-0000 OBJECT MARKER EACH	63309-0000 DELINEATOR EACH	Remarks
101+55	RT	R1-1	Stop	30 x 30	1	1			
103+51	RT	R2-1	Speed Limit	24 x 30	1				45 MPH
103+51	RT	R2-1	Speed Limit	24 x 30		1			40 MPH
104+08	RT	W11-15	Bicycle / Pedestrian	30 x 30		1			
		W16-1P	Share the Road (plaque)	18 x 24					
106+72	RT				1			1	Delineator as object marker (three retroreflective elements per delineator). See Detail C633-51.
107+00	LT				1			1	
109+66	RT				1			1	
110+34	LT				1			1	
114+67	RT/LT				3			2	
114+97	LT				1				
121+50	RT/LT				2			2	
127+68	RT	Special 2	CLEAR CREEK RD	60 X 9	1	1			
128+93	LT				1				
128+97	RT/LT							2	Delineator as object marker (three retroreflective elements per delineator). See Detail C633-51.
129+00	RT	W11-15	Bicycle / Pedestrian	30 x 30		1			
		W16-1P	Share the Road (plaque)	18 x 24					
129+61	RT	CA Type P (OM-3R)	Object Marker	12 x 36	1		1		Object Marker
129+68	LT	CA Type P (OM-3L)	Object Marker	12 x 36	1		1		Object Marker
129+93	RT	CA Type P (OM-3L)	Object Marker	12 x 36	1		1		Object Marker
129+93	LT	CA Type P (OM-3R)	Object Marker	12 x 36	1		1		Object Marker
130+50	RT	W11-7	Equestrian	30 x 30		1			
131+26	LT	Special 1	Pedestrian / CAUTION / Bicycle	36 X 36	1				
131+26	LT	W11-15	Bicycle / Pedestrian	30 x 30		1			
		W16-1P	Share the Road (plaque)	18 x 24					
132+37	RT	W5-2	Narrow Bridge	36 x 36		1			
133+55	RT/LT				2			2	Delineator as object marker (three retroreflective elements per delineator). See Detail C633-51.
133+85	LT	CA Type P (OM-3L)	Object Marker	12 x 36	1		1		Object Marker
134+00	RT	CA Type P (OM-3R)	Object Marker	12 x 36	1				Object Marker
134+10	RT	CA Type P (OM-3R)	Object Marker	12 x 36			1		Object Marker
134+96	LT	CA Type P (OM-3R)	Object Marker	12 x 36			1		Object Marker
135+00	LT	CA Type P (OM-3R)	Object Marker	12 x 36	1				Object Marker
135+22	RT	CA Type P (OM-3L)	Object Marker	12 x 36			1		Object Marker
135+25	RT	CA Type P (OM-3L)	Object Marker	12 x 36	1				Object Marker
136+75	LT	W5-2	Narrow Bridge	36 x 36		1			
137+37	RT/LT				2			2	Delineator as object marker (three retroreflective elements per delineator). See Detail C633-51.
142+42	RT/LT				2			2	
143+89	RT	W3-1	Stop Ahead (symbol)	30 x 30	1	1			
144+00	LT	W11-7	Equestrian	30 x 30		1			
144+30	RT				1			1	Delineator as object marker (three retroreflective elements per delineator). See Detail C633-51.
144+52	LT				1			1	
147+00	LT	W11-15	Bicycle / Pedestrian	30 x 30		1			
		W16-1P	Share the Road (plaque)	18 x 24					
147+45	RT				1			1	Delineator as object marker (three retroreflective elements per delineator). See Detail C633-51.
149+24	LT	R2-1	Speed Limit	24 x 30	1				45 MPH
149+24	LT	R2-1	Speed Limit	24 x 30		1			40 MPH
151+16	RT	R1-1	Stop	30 x 30	1	1			
All Project								30	Delineator for normal application (one retroreflective elements per delineator). See Detail C633-51 for details and spacing.
TOTALS					**33**	**14**	**8**	**49**	

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MISCELLANEOUS SUMMARIES

Sheet 2 of 3

PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B8

PERMANENT PAVEMENT MARKINGS SUMMARY

Station to Station			LEFT			CENTER	RIGHT					Item Number	63401-0300	63401-0400	63405-0050	Remarks
			Edge Solid White 6 inches	Centerline Solid Yellow 6 inches	Centerline Broken Yellow 6 inches	Centerline Broken Yellow 6 inches	Centerline Broken Yellow 6 inches	Centerline Solid Yellow 6 inches	Edge Solid White 6 inches	Edge Broken White 6 inches	Stop Bar Solid White 12 inches		PAVEMENT MARKINGS, TYPE B, SOLID	PAVEMENT MARKINGS, TYPE B, BROKEN	PAVEMENT MARKINGS, SYMBOLS (TYPE B)	
			LNFT	LNFT	LNFT	LNFT	LNFT	LNFT	LNFT		LNFT		LNFT	LNFT	EACH	
100+20	to	101+00		80				80					160			
100+20	to	102+00								180				180		White edge line extension (dashed)
100+20	to	151+53	5166										5166			
101+36				45				45					90			
101+36		101+62									30		90			
101+42															1	"STOP"
101+78	to	102+67		89				89					178			
102+00	to	127+63							2563				2563			
102+67	to	110+12		745			745						745	745		Broken and solid yellow center line
110+12	to	114+00			745			745					745	745		Broken and solid yellow center line
114+00	to	127+85		1385				1385					2770			
127+63	to	128+44								81				81		White edge line extension (dashed)
128+34	to	129+61		127				127					254			
128+44	to	151+31							2287				2287			
129+61	to	132+57		296			296						296	296		Broken and solid yellow center line
132+57	to	145+55				1298								1298		
143+65															1	"STOP"
144+15															1	"AHEAD"
145+55	to	148+88			333			333					333	333		Broken and solid yellow center line
148+88	to	151+33		245				245					490			
151+22															1	"STOP"
151+33											18		54			
Sub-Total													16061	3498	4	
Multiply by 2 for 2 Coats													16061	3498		
TOTAL													**32122**	**6996**	**4**	

CLEARING AND GRUBBING AND REVEGETATION SUMMARY

Station to Station			Side	Item Number	20101-0000	62406-0300	62510-2000	62515-2000	Remarks
					CLEARING AND GRUBBING	PLACING CONSERVED TOPSOIL, 4-INCH DEPTH	SEEDING, HYDRAULIC METHOD	MULCHING, HYDRAULIC METHOD	
					ACRE	ACRE	ACRE	ACRE	
101+78	-	151+53	LT/RT		4.2	1.3	1.3	1.3	
TOTAL					**4.2**	**1.3**	**1.3**	**1.3**	

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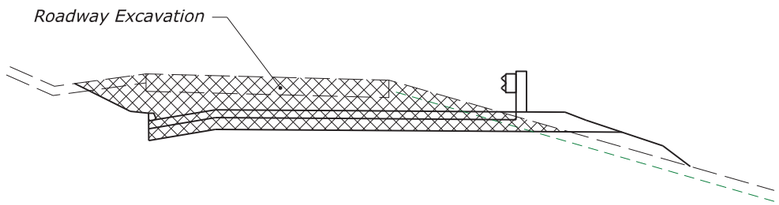
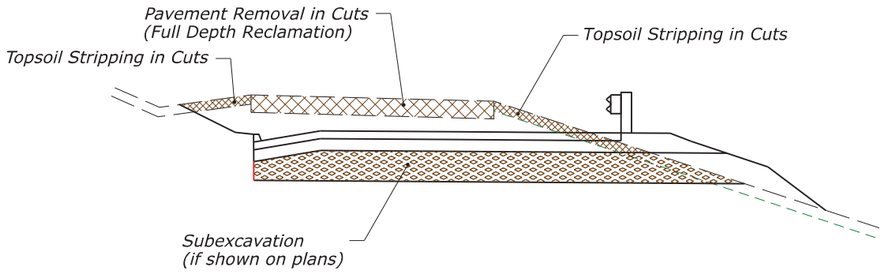
MISCELLANEOUS SUMMARIES

Sheet 3 of 3

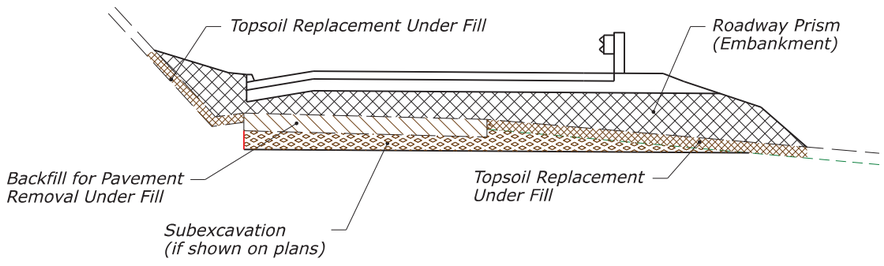
PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	B9



ROADWAY EXCAVATION



ADJUSTMENTS TO ROADWAY EXCAVATION



ROADWAY EMBANKMENT

EARTHWORK REPRESENTATION DRAWINGS

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	C1

Scale in feet
25 12.5 0 25 50

N

BEGIN PROJECT
BEGIN PAVEMENT MARKINGS
QUINCY JUNCTION ROAD
100+20.00
N= 1868009.1663
E= 6865428.1507
El.= 3411.06

005-290-053
1709 Quincy Junction Rd
Bresciani 1982 Family L.P.

T24N, R09E, Sec. 12 / T24N, R10E, Sec. 7

℄ Quincy Junction Road

Saw cut. See Special 401-A

Begin Roadway Construction
101+78.00
Match existing width and cross slope

6" broken yellow stripe and solid yellow stripe

6" solid white edge stripe

6" double yellow stripe

6" broken white edge stripe

6" double yellow stripe

Pavement marking "STOP" and 12" solid white line

STOP

Remove and install new Stop sign R1-1

PC 100+00.94

PI 101+75.82
Δ = 00°40'05" (RT)
R = 30,000.00'
T = 174.88'
L = 349.76'

End broken white edge line. Begin 6" solid white edge line

SPEED LIMIT 40

R2-1
Remove and replace

PT 103+50.70

SHARE THE ROAD

W11-15
W16-1P

N55°21'28"E

104+12.79, 21.36' RT
Protect pole in place

PC 106+06.15

105+86.46, 18.30' RT
Protect pole in place

Remove and reset mailbox

106+19
Clean culvert

10'

Bell Lane

117-021-001
529 Bell Ln

117-022-019
1644 Quincy Junction Rd
James & Mary Lou Battagin, Trustees

117-022-018

117-022-017
1704 Quincy Junction Rd
William & Karla Secord, Trustees

117-022-016
1719 Quincy Junction Rd
Amanda Healy

20' PUBLIC UTILITY EASEMENT

12' PUBLIC UTILITY EASEMENT SHOWN ON MAP B, PG 60

8" PVC

8" D.I.

TCE

P/E

P/L

BEGIN ROADWAY CONSTRUCTION
101+78.00, Match Existing

3,411.06

+0.01%

Profile grade

Existing ground

102+16
Remove existing 18" culvert
Install 24" Equivalent Dia. x 55' CMP
End Sections LT and RT
Riprap class 2 LT

106+74
Remove existing 24" culvert
Install 24" x 60' CMP
End Sections LT and RT
Riprap class 2 LT

PLAN AND PROFILE QUINCY JUNCTION ROAD 100+20 to 107+25

3,430
3,420
3,410
3,400
3,390

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00

LT EOP
RT EOP
e = -2.00% (LT)
e = -2.00% (RT)
e = -1.75% (LT)
e = -3.25% (RT)
101+78.00 102+00.00

Profile Grade and Axis of Rotation

107+28.00

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	C2

Scale in feet
25 12.5 0 25 50

T24N, R10E, Sec. 7

005-290-053
1709 Quincy Junction Rd
Bresciani 1982 Family L.P.

005-480-008
1843 Quincy Junction Rd
Oran & Michelle Morrison

PI 107+46.85
Δ = 04°01'45" (LT)
R = 4,000.00'
T = 140.70'
L = 281.28'

PT 108+87.43

N51°19'43"E

6" solid
white edge stripe

114+25.24, 22.62' LT
Protect existing tree
114+13.35, 20.2' LT
Protect existing tree

6" broken yellow stripe
and solid yellow stripe

Remove and reset mailbox

107+62.59, 18.22' RT
Protect pole in place

℄ Quincy Junction Road

109+80
Clean culvert

PC 112+10.37

PI 113+09.43
Δ = 05°40'17" (RT)
R = 2,000.00'
T = 99.06'
L = 197.97'

PT 114+08.33

Remove and reset mailbox

117-022-016
1719 Quincy Junction Rd
Amanda Healy

117-010-013
1790 Quincy Junction Rd
Clayton William Cody & Morgan K Trustee

117-010-003
1812 Quincy Junction Rd
Sharon Havranek, Trustee

117-010-010
1842 Quincy Junction Rd
Timothy & Monetta Dembosz

117-010-006
1898 Quincy Junction Rd
Kristin Siewenie & Pat Walters

Curb and Gutter, Concrete, 14-Inch Depth, RT
110+40 — 113+90

K = 121
325' VC

+0.01%

+2.69%

Profile grade

Existing ground

Connect to
existing culvert

Ditch profile, RT
(projected)

110+35.00
3411.19

114+65
Remove existing 18" culvert

114+72
Install 24" Equivalent dia.
x 49' CMP
End sections LT and RT
Riprap class 2 LT

3,430
3,420
3,410
3,400

108+00 109+00 110+00 111+00 112+00 113+00 114+00

PLAN AND PROFILE QUINCY JUNCTION ROAD 107+25 to 114+75

Profile Grade and
Axis of Rotation

107+28.00 — 114+78.00

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	C3

Scale in feet
25 12.5 0 25 50

114+85
Clean culvert

115+00 to 115+23, LT
Protect existing trees (4)

117+23 Clean culvert
Remove and reset mailbox

℄ Quincy Junction Road

6" solid
white edge stripe

6" double
yellow stripe

PI 121+63.80
Δ = 21°42'14" (LT)
R = 1,000.00'
T = 191.70'
L = 378.80'

PC 119+72.10

115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00

N57°00'00"E

TCE TV 10' EASEMENT #4 8-PM-23 EASEMENT #3 20'X35'

Remove and
reset fence

115+28 to 115+58, RT
Protect existing trees (4)

Remove and reset mailbox

118+47.48, 29.4' RT
Protect existing tree

119+44.58, 28.0' RT
Protect existing tree

005-480-008
1843 Quincy Junction Rd
Oran & Michelle Morrison

T24N, R10E, Sec.

005-480-002
1949 Quincy Junction Rd
Tobi Leathers

117-010-006
1898 Quincy Junction Rd
Kristin Siewenie & Pat Walters

117-010-007
1938 Quincy Junction Rd
Cherie Godinez

117-010-009
1998 Quincy Junction Rd
Timothy & Monetta Dembosz

117-320-001
2270 Ridgerun Rd
Richard & Paula
Foster, Trustees

3,450
3,440
3,430
3,420
3,410

Curb and Gutter, Concrete, 14-Inch Depth, LT
Curb and Gutter, Concrete, 14-Inch Depth, RT
119+16
121+78
121+84
122+05.00
3442.68

SSD = 454'
K = 95
715' VC

Profile grade
+2.69%

Existing ground

Ditch profile, RT
(projected)

116+24, LT
Remove Existing Culvert
Install 18" Equivalent dia. x 40' CMP
End Section Both Ends
Riprap Class 2 Outlet

115+70, RT
Remove Existing Culvert
Install 18" Equivalent dia. x 23' CMP
End Section Both Ends
Riprap Class 2 Outlet

117+52, RT
Remove Existing Culvert
Install 18" Equivalent dia. x 36' CMP
End Section Both Ends
Riprap Class 2 Outlet

Ditch profile, RT
(projected)

118+36, RT
Remove Existing Culvert
Install 18" Equivalent dia. x 25' CMP
End Section Both Ends
Riprap Class 2 Outlet

Ditch profile, LT
(projected)

118+80, RT
Remove Existing Culvert
Install 18" Equivalent dia. x 45' CMP
End Section Both Ends
Riprap Class 2 Outlet

Ditch profile, RT
(projected)

PLAN AND PROFILE QUINCY JUNCTION ROAD 114+75 to 122+25

115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00

Profile Grade and
Axis of Rotation

RT EOP

LT EOP

e = -2.00% (LT)
e = -4.80% (LT)
e = -2.00% (RT)
e = +4.80% (RT)

114+78.00 118+68.42 119+47.59 120+03.00 122+28.00

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	C4

Scale in feet
25 12.5 0 25 50

N

T24N, R10E, Sec. 7

005-480-001
2035 Quincy Junction Rd
Bradley Ingram

005-290-032
2571 Quincy Junction Rd
Lane & Lisa Labbe

117-320-001
2270 Ridgerun Rd
Richard & Paula Foster, Trustees

005-290-044
2382 Quincy Junction Rd
Victoria Shea, Trustee

123+00 | PT 123+50.90 | 124+00 | 125+00 | PC 125+58.02 | 126+00 | 127+00 | 128+00 | 129+00 | PT 129+36.23

N35°17'46"E

6" double yellow stripe

6" solid white edge stripe

Preserve existing gravel access

6" broken white edge stripe

128+57.66, 27.24' LT
Protect pole in place
Remove and install new fence

PI 127+47.13
Δ = 00°43'20" (LT)
R = 30,000.00'
T = 189.11'
L = 378.21'

Remove and install new fence

Remove and install new CA Type P (OM-3L)

TCE | TV | TG | P/E | r/w | 20' UTILITY EASEMENT | SLOPE EASEMENT | 5' | 10'

CLEAR CREEK RD
Remove and install new Clear Creek Rd street name sign Special 2

Protect existing stop sign

Remove and install new fence

Clear Creek Road

W11-15

Remove and install new CA Type P (OM-3R)

Remove and reset gate

W16-1P

SHARE THE ROAD

3,440
3,430
3,420
3,410
3,400

Ditch profile, RT (projected)

-4.80%

Profile grade

-4.80%

Existing ground

Connect to existing ditch

128+92
Remove existing 48" culvert
128+97
Install 48" x 55' CMP
End Sections LT and RT
Riprap class 3 LT
129+77
Remove existing dual 6' x 5' RCB culvert and headwalls
Install 2-40 LF parallel 84" CMP culvert and concrete headwalls LT and RT
Riprap class 6 LT

K = 83
375' VC

129+10.00
3408.83

123+00 | 124+00 | 125+00 | 126+00 | 127+00 | 128+00 | 129+00

PLAN AND PROFILE QUINCY JUNCTION ROAD 122+25 to 129+75

RT EOP
LT EOP
e = -4.80% (LT)
e = +4.80% (RT)
e = -2.00% (LT)
e = -2.00% (RT)
Profile Grade and Axis of Rotation

122+28.00 | 123+23.01 | 123+78.42 | 124+57.59 | 129+78.00

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	C5

Scale in feet
25 12.5 0 25 50

T24N, R10E, Sec. 7

005-290-032
2571 Quincy Junction Rd
Lane & Lisa Labbe

005-290-044
2382 Quincy Junction Rd
Victoria Shea, Trustee

005-290-042
2570 Quincy Junction Rd
Allan & Leon Hansen

Remove and install new CA Type P (OM-3R)

Remove and install new fence

Remove Special 1 sign and replace with W11-15 W16-1P

SHARE THE ROAD

Remove and install new CA Type P (OM-3L)

Remove and install new fence

134+12.22 Suspend roadway construction

Greenhorn Creek Bridge

Remove and reset fence

Remove and install new CA Type P (OM-3R)

137+11.70, 22.00' LT
Protect pole in place

NARROW BRIDGE
W5-2

130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00

TCE

N34°34'26"E

PC 130+76.93

W11-7

W5-2

NARROW BRIDGE

PI 132+21.63
Δ = 00°24'52" (RT)
R = 40,000.00'
T = 144.70'
L = 289.39'

PT 133+66.32

℄ Quincy Junction Road

6" broken yellow stripe and solid yellow stripe

Greenhorn Creek

Preserve and protect existing fence

Remove and install new CA Type P (OM-3L)

6" solid white edge stripe

6" broken yellow stripe

134+98.53 Resume roadway construction

Remove and install new CA Type P (OM-3R)

Remove and install new CA Type P (OM-3L)

Remove and reset gate

Remove and install new fence

ve and gate

3,430

134+12.22
3407.53

134+98.53
3407.56

3,420
3,410
3,400
3,390

Existing ground

Profile grade

-0.24%

-0.24%

+0.04%

Greenhorn Creek Bridge

134+12.22
Suspend roadway construction

134+98.53
Resume roadway construction

133+56
Remove existing 12" culvert
Install 24" equivalent dia. x 42' CMP
End Sections LT and RT
Riprap class 2 LT

PLAN AND PROFILE QUINCY JUNCTION ROAD 129+75 to 137+25

130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00

Profile Grade and Axis of Rotation

LT EOP
RT EOP

e = 1.00% (LT)
e = -1.00% (RT)

129+78.00
133+86.55
133+86.55
135+12.55
137+28.00

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	C6

005-290-032
T24N, R10E, Sec. 7 2571 Quincy Junction Rd
Lane & Lisa Labbe

PI 144+48.27
Δ = 00°31'57" (LT)
R = 40,000.00'
T = 185.87'
L = 371.74'

Scale in feet
25 12.5 0 25 50

N34°59'18"E

℄ Quincy Junction Road

Remove and install new fence

139+29.56, 21.05' LT
Protect pole in place

138+29.23, 23.03' RT
Protect pole in place

6" broken yellow stripe

140+87.54, 20.38' RT
Protect pole in place

6" solid white edge stripe

PC 142+62.40

143+64.60, 17.79' LT
Protect pole in place

143+56.57, 19.30' RT
Protect pole in place
Pavement marking "STOP"

W11-7

W3-1
Remove and replace

Pavement marking "AHEAD"

005-290-042
2570 Quincy Junction Rd
Allan & Leon Hansen

3,430
3,420
3,410
3,400
3,390

K = 686
544' VC

Profile grade
Existing ground

+0.04%
+0.84%

137+38
Remove existing 36" culvert
Install 36" equivalent dia. x 40' CMP
End Sections LT and RT
Riprap class 3 LT

141+50.00
3407.81

142+43
Remove existing culvert
Install 24" equivalent dia. x 40' CMP
End Sections LT and RT
Riprap class 2 LT

144+40
Existing triple 36" culverts to remain
Install End Sections RT
Clean culverts

138+00 139+00 140+00 141+00 142+00 143+00 144+00

PLAN AND PROFILE QUINCY JUNCTION ROAD 137+25 to 144+75

Profile Grade and Axis of Rotation

137+28.00 144+78.00

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PROJECT	SHEET NUMBER
CA FLAP PLU 406(1) QUINCY JUNCTION ROAD	C7

Scale in feet
25 12.5 0 25 50

N

℄ Quincy Junction Road

005-290-032
2571 Quincy Junction Rd
Lane & Lisa Labbe

T24N, R10E, Sec. 7

END PROJECT
END ROADWAY CONSTRUCTION
Quincy Junction Road
151+52.47
N= 1871697.0144
E= 6868891.8483
El.= 3422.80

Saw cut. See Special 401-A

PT 146+34.14

SHARE THE ROAD
W11-15
W16-1P

147+62.69, 21.31' LT
Protect existing tree

Remove and reset mailbox

Protect fence and wall

Remove and replace R2-1

SPEED LIMIT 40

6" double yellow stripe

150+30.78, 22.84' LT
Protect pole in place

145+00 146+00 147+00 148+00 149+00 150+00 151+00

POE 151+68.23

Protect fence and wall

N34°27'21"E

6" broken yellow stripe and solid yellow stripe

146+80.72, 14.83' RT
AT&T to remove pole

Protect existing ditch

Protect existing historic marker sign

144+77.38, 14.65' RT
AT&T to remove pole

145+96.36, 17.94' RT
Protect pole in place

147+69
Clean culvert

Protect existing ditch

6" solid white edge stripe

150+44.52, 21.24' RT
Protect pole in place

148+88.75, 14.93' RT
AT&T to remove pole

148+21.53, 19.32' RT
Protect pole in place

150+96.61, 17.27' RT
AT&T to remove pole

STOP

R1-1
Remove and replace

Pavement marking "STOP" and 12" solid white line

Chandler Road

005-290-042
2570 Quincy Junction Rd
Allan & Leon Hansen

3,430
3,420
3,410
3,400

K = 238
300' VC

Profile grade

+2.10%

+2.10%

+1.89%

Existing ground

Ditch profile, LT
(projected)

146+25.00
3411.78

147+93, LT
Install 18" Equivalent dia. x 30' CMP
End Section Both Ends
Riprap Class 2 Outlet

151+38.23
3422.53

151+52.47
3422.80

PLAN AND PROFILE QUINCY JUNCTION ROAD 144+75 to 151+52.91

145+00 146+00 147+00 148+00 149+00 150+00 151+00

Profile Grade and Axis of Rotation

144+78.00

150+82.59

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APPENDIX B

Standard and Project-Specific Environmental Commitments

Table 1-1. Standard Environmental Commitments Summary Table

No.	Standard Environmental Commitments from Standard Specifications (FP-14)	Resource(s)	FP No.[1]
SC-1	Before developing a material source, measure the sediment content of bodies of water adjacent to the work area that will receive drainage from the work area. Perform erosion and sediment control according to the source development plan and the Storm Water Pollution Prevention Plan (SWPPP) or Erosion Control Plan.	Water Quality	FP 105.03
SC-2	Use only approved portions of the right-of-way for storing material or equipment. Provide additional space as needed. Do not use private property for storage without written permission of the owner or lessee. Submit copies of agreements and documents. Provide security for stored material. Restore Government-provided storage sites to their original condition.	Land Use	FP 105.04
SC-3	Comply with applicable laws, ordinances, safety codes, regulations, orders, and decrees and with permits and agreements obtained by the Government for performing the work that is included in the contract. Obtain additional permits or agreements and modifications to Government-obtained permits or agreements that are required by the Contractor's methods of operation.	All Resources	FP 107.01
SC-4	Do not disturb the area beyond the construction limits. Replace trees, shrubs, or vegetated areas damaged by construction operations as directed.	Vegetation	FP 107.02
SC-5	Do not excavate, remove, damage, alter, or deface any archeological or paleontological remains or specimens. Control the actions of employees and subcontractors on the project to ensure that protected sites are not disturbed or damaged. Should these items be encountered, suspend operations at the discovery site, notify the CO and continue operations in other areas. The CO will inform the Contractor when operations may resume at the discovery site.	Cultural and Paleontological Resources	FP 107.02
SC-6	Before beginning work in an area, contact the local utility locating service to mark the utilities. Protect utilities from construction operations. Cooperate with utility owners to expedite the relocation or adjustment of their utilities to minimize interruption of service and duplication of work.	Utilities	FP 107.02
SC-7	Do not operate equipment or discharge material within the boundaries of wetlands and the waters of the United States as defined by the federal and state regulatory agencies. Permits are issued by the U.S. Army Corps of Engineers according to 33 USC § 1344 and delegated by the agency having jurisdiction. If an unauthorized discharge occurs: (a) Prevent further contamination; (b) Notify appropriate authorities and the CO; and (c) Mitigate damages. Construct and maintain barriers in work areas and in material sources to prevent sediment, petroleum products, chemicals, and other liquids and solids from entering wetlands or waters of the United States. Remove and properly dispose of barrier collected material. Do not revise terms or conditions of permits without the approval of the issuing agency.	Water Quality, Waters of the U.S.	FP 107.10(a)
SC-8	Do not ford running streams with construction equipment. Obtain approval from the CO to use temporary bridges or other structures whenever crossings are necessary.	Water Quality, Waters of the U.S.	SCR 107.10(a)

No.	Standard Environmental Commitments from Standard Specifications (FP-14)	Resource(s)	FP No.[1]
	Immediately clear ephemeral drainages, intermittent and perennial streams, lakes and reservoirs of all work items, debris or other obstructions placed by or resulting from construction operations. Locate machinery servicing and refueling areas away from streambeds and washes to reduce the possibility and minimize the impacts of accidental spills or discharges.		
SC-9	Submit a Spill Prevention, Control, and Countermeasure (SPCC) Plan if required at least 2 days before beginning work. If a SPCC plan is not required, submit a hazardous spill plan at least 2 days before beginning work. Describe preventative measures including the location of refueling and storage facilities and the handling of hazardous material. Describe actions to be taken in case of a spill. Do not use equipment with leaking fluids. Repair equipment fluid leaks immediately. Keep absorbent material manufactured for containment and cleanup of hazardous material on the job site. Notify the CO of hazardous spills.	Hazardous Materials	FP 107.10(b)
SC-10	Sand or soils are not approved absorbent materials. Report the spill to the appropriate federal, state, and local authorities as required by the SPCC plan or hazardous spill plan.	Hazardous Materials	NA
SC-11	Remove dirt, plant, and foreign material from vehicles and equipment before mobilizing to work site. Prevent introduction of noxious weeds and non-native plant species into the work site. Follow applicable Federal land management agency requirements and state requirements. Maintain cleaning and inspection records.	Noxious Weeds	FP 107.10(c)
SC-12	Do not import into the project limits rock, sand, gravel, earth, subsoil, or other natural materials from a Contractor-selected non-commercial materials source that have not been certified free of noxious weeds. Materials imported into the project limits which do not include a noxious weed free certification may be rejected and ordered by the CO to be removed from the project limits. The CO has the discretion of requesting inspection of certified materials by a third party and rejecting the use of the source if noxious weeds or seeds thereof are found to be present.	Noxious Weeds	NA
SC-13	Maintain roadways as follows: • Construct and remove diversion roads and bridges as required by the traffic control plan. • Maintain intersections with trails, roads, streets, businesses, parking lots, residences, garages, farms, and other features. • Snow removal to facilitate the work is the Contractor's responsibility; snow removal to provide public access is the responsibility of the maintaining agency and will be performed at the maintaining agency's discretion; allow the maintaining agency access to perform snow removal. • Maintain a dust-free traveled way such that visibility and air quality are not affected, and a hazardous condition is not created. • Remove accumulations of soil and other material from traveled way. • Do not allow water to pond on the traveled way. • Maintain the roadway, detours, and diversions in a safe and acceptable condition.	Traffic, Air Quality	FP 156.05

No.	Standard Environmental Commitments from Standard Specifications (FP-14)	Resource(s)	FP No.[1]
SC-14	Perform construction operations during the hours of daylight (one-half hour after sunrise to one-half hour before sunset). Where night operations are permitted, submit a night lighting system for approval.	Traffic, Visual Quality	FP 156.08
SC-15	Provide soil erosion and sediment control measures according to the contract erosion and sediment control plan, contract permits, Section 107, and this Section. Contract permits amend the requirements of this Section. Do not modify the type, size, or location of controls or practices without approval. The erosion and sediment control plan reflects special concerns and measures to protect resources. An alternate erosion and sediment control or stormwater pollution prevention plan, with necessary permits, may be submitted for approval according to Subsection 104.03. Submit alternate erosion and sediment control proposals at least 30 days before their intended use. When soil erosion and sediment control measures are not functioning as intended, take corrective action to eliminate or minimize pollutants in stormwater discharges from the project. If wood chips are used, do not import without approval from the CO.	Water Quality, Soils	FP 157.04
SC-16	Before grubbing or grading construct sediment controls around the perimeter of the project including filter barriers, diversion, and settling structures. Limit the combined grubbing and grading operations areas to 8 acres (3.2 hectares) of exposed soil at one time. Construct and implement soil erosion and sediment control measures as follows: (a) Construct temporary controls in incremental stages as construction proceeds; (b) Construct temporary slope drains, diversion channels, and earth berms to protect disturbed areas and slopes; (c) When a soil disturbing activity within a portion of the project is complete, apply permanent measures to the finished slopes and ditches within 14 days; (d) When a soil disturbing activity within a portion of the project has temporarily ceased, apply temporary measures within 14 days; (e) Construct outlet protection as soon as culverts or other structures are complete; (f) Construct and maintain soil erosion and sediment controls on and around soil stockpiles; (g) Following each day's grading operations, shape earthwork to minimize and control erosion from stormwater runoff; and (h) Maintain stabilized construction exits to minimize tracking of soil onto existing roads.	Air Quality, Water Quality, Soils	FP 157.05
SC-17	Construct silt fence, berms, and fiber rolls and socks to reduce the velocity of runoff to allow sediment to settle.	Water Quality	FP 157.06
SC-18	Construct sediment retention structures of the following types: (a) Temporary sediment traps. Construct temporary sediment traps to detain runoff from disturbed areas and settle out sediment. Provide outlet protection. (b) Sediment basins. Construct sediment basins to store runoff and settle out sediment for large drainage areas. Excavate and construct sediment basins according to Section 204. Construct riser pipes according to Section 602. Provide outlet protection.	Water Quality	FP 157.07

No.	Standard Environmental Commitments from Standard Specifications (FP-14)	Resource(s)	FP No.[1]
SC-19	Provide an adequate water supply and apply water uniformly across the traveled way as necessary to control dust. Uniformly apply water using pressure-type distributors, pipelines equipped with spray systems, or hoses with nozzles. Control dust within the construction limits as necessary including nights, weekends, and periods of non-work when the project is open to public traffic. When the project is not open to public traffic, control dust in areas of the project that have adjacent residences or businesses. Control dust on approved, active detours established for the project. Apply water at the locations, rates, and frequencies as ordered. Control dust on active haul roads, in pits and staging areas, and on the project during periods not covered above.	Air Quality	FP 158.03
SC-20	Do not damage vegetation designated to remain. If damage occurs, repair or replace the vegetation in an acceptable manner. Where possible, preserve vegetation adjacent to bodies of water. Treat cuts or scarred surfaces of trees and shrubs with tree wound dressing.	Vegetation	FP 201.03
SC-21	Construct structurally adequate debris shields to contain debris within the construction limits. Do not permit debris to enter waterways, travel lanes open to public traffic, or areas designated not to be disturbed. Handle material with lead paint contamination according to Subsection 563.05 (of FP-14).	Water Quality, Hazardous Materials	FP 203.04(b)
SC-22	Apply turf establishment to finished slopes and ditches within 14 days after completion of construction on a portion of the site.	Vegetation	FP 625.03
SC-23	Protect and care for seeded areas including watering when needed. Repair or apply supplemental applications of seed, mulch, fertilizer, and water as many times as needed until turf is established or final acceptance.	Vegetation	FP 625.09
SC-24	Conform to the Federal Seed Act, the Federal Noxious Weed Act, and applicable State and local seed and noxious weed laws.	Vegetation and Noxious Weeds	FP 713.04

[1]U.S. Department of Transportation. Federal Highway Administration. 2014. Standard Specifications for the Construction of Roads and Bridges on Federal Highway Projects. Available at: https://highways.dot.gov/federal-lands/specs. Accessed January 2025.

NA= Not applicable

Table 1-2. Project-Specific Environmental Commitments

No.	Commitment	Resource(s)	Responsible Party
EC-1	**Environmentally sensitive area fencing**. All environmentally sensitive areas to be avoided during project activities will be temporarily fenced off, as close to construction limits as possible. Fencing or flagging shall be high-visibility and left in place for the duration of the project. Environmentally sensitive areas include aquatic resources, riparian areas, or special-status species habitat. Exclusion fencing may serve two functions, exclusion of special-status species, and visual marker of the construction limits if it is high-visibility.	Threatened, Endangered, and Sensitive Species / Vegetation	FHWA and Contractor
EC-2	**Worker environmental awareness training.** Prior to the start of any ground disturbance, a qualified biologist will conduct mandatory worker environmental awareness training for construction personnel to inform them of sensitive biological resources and site-specific protective measures required during construction activities. The training will be provided to all new construction personnel added to the project prior to starting work. The training will include information on the special-status species with potential to occur in the project area, including species identification, life history and habitat requirements, regulatory status, and clear instructions on proper implementation of protection measures and the protocol to follow if a special-status species is found within the work area.	Threatened, Endangered, and Sensitive Species	FHWA and Contractor
EC-3	**Construction timing.** The following operational limitations will apply to the project: • Night lighting will not be used in the project area. All project activity will terminate 30 minutes before sunset and will not resume until 30 minutes after sunrise. • Work in aquatic habitats will occur in the low flow season between July 15 and October 31.	Threatened, Endangered, and Sensitive Species	FHWA and Contractor
EC-4	**Aquatic species surveys and monitoring.** A qualified biologist will conduct preconstruction surveys for NWPT and FYLF no more than two days prior to the start of ground-disturbing activities where suitable habitat exists. The biologist will survey the aquatic and riparian habitat within the project area, extending 500 feet upstream and downstream of the construction area as well as within an 80-foot buffer of each aquatic feature. • If FYLF or NWPT (or their nests) are observed during preconstruction surveys or dewatering, a qualified biologist will be on-site to monitor construction in suitable habitat. • If a NWPT or FYLF is observed within the designated work area, construction activities will cease until the animal leaves of its own	Threatened, Endangered, and Sensitive Species	FHWA and Contractor

No.	Commitment	Resource(s)	Responsible Party
	volition. Under no circumstance will a NWPT or FYLF be harassed, captured, or relocated. • If NWPT nests are identified in the work area during preconstruction surveys, a no-disturbance buffer will be established between the nest and any areas of potential disturbance. Buffers will be clearly marked with temporary fencing. Buffer size will be determined at the biologist's discretion. Construction will not be allowed to commence in the exclusion area until hatchlings have emerged from the nest, or the nest is deemed inactive by a qualified biologist.		
EC-5	**Exclusion fencing.** Prior to commencement of project activities, exclusion fencing will be installed between the disturbance footprint and FYLF and NWPT suitable habitats. The exclusion fencing will be visibly different from construction fencing to denote the presence of sensitive habitats. In areas where appropriate, the environmentally sensitive area fencing may serve as wildlife exclusion fencing. When this is done, the fencing will be marked to show a difference in function. The exclusion fencing will be inspected daily during active work and after storm events to ensure that it is functional and without defects. The exclusion fencing will have the following properties: • Opaque, non-climbable, and buried at least 6 inches deep. • Properly installed, both trenched in and vertically stout, and regularly maintained to be effective. • At least 3 feet in height. • The top few inches of the exclusion fencing must be folded over and away from the construction area. • Refuge opportunities in the form of fallen logs, leaf litter, or artificial cover boards should be placed along or near the outside of the exclusion fence.	Threatened, Endangered, and Sensitive Species	FHWA and Contractor
EC-6	Entanglement/entrapment prevention. • Plastic mono-filament netting or similar material will not be used. • At the end of each working day, all excavated, steep-walled holes or trenches more than 1-foot-deep will be covered with plywood or similar material, or escape ramps (made from earthen fill or wood planks) will be installed.	Threatened, Endangered, and Sensitive Species	FHWA and Contractor
EC-7	**Dewatering.** Culverts will be replaced in dry conditions. A qualified biologist will be onsite during active dewatering to ensure no FYLF or NWPT become stranded within the work area. If either species is encountered within the work area, it will be allowed to leave under its own power. If the individual does not	Threatened, Endangered, and Sensitive Species; Water Quality	FHWA and Contractor

No.	Commitment	Resource(s)	Responsible Party
	leave the active work zone, USFWS will be contacted for guidance. Dewatering will proceed in the following manner: • If the water depth in the channel is to the point where the bottom cannot be observed to visually exclude NWPT and FYLF confidently, the biologist will place a block net at the proposed location of one cofferdam and observe the area for 30 minutes. The block net will have a lead line that sinks completely to the bottom of the channel and will float to the top of the water column. After 30 minutes of allowing animals to disperse out of the area, placement of the cofferdams may continue. The block net will not be removed until both cofferdams are placed. • Cofferdams will be constructed of a non-erodible material that does not contain soil or fine sediment. If imported fill must be used, only clean gravel is acceptable. The contractor will determine the final design of the cofferdams in accordance with the contract requirements. • Cofferdams and stream diversions will remain in place and fully functional throughout the construction period. If the cofferdams are not functioning properly, they will be repaired immediately. • Pumps used for dewatering will have appropriately sized screens to prevent the intake of aquatic species. Round openings in the screen will not exceed 3/32-inch diameter, square openings will not exceed 3/32-inch measured diagonally, and slotted openings will not exceed 0.069 inches in width. Approach velocity will not exceed 0.33 feet per second.		
EC-8	**Nesting bird and raptor surveys.** If clearing and/or construction activities occur during the nesting season (February 1 to September 30), then preconstruction surveys to identify active bird nests shall be conducted by a qualified biologist no more than 7 days prior to construction initiation, and for any lapse in project activities of 7 days or more in the nesting season. Surveys will determine the presence or absence of active nest sites within the following distances from the disturbance footprint: • Passerines: Disturbance footprint only, or at the biologist's discretion • Raptors: 500 feet, or within sight of the disturbance footprint, whichever is smaller • Special-status Raptors: ½ mile, or within sight of the disturbance footprint, whichever is smaller. If a lapse in project activities of 7 days or greater occurs for any reason during the bird nesting season, a qualified biologist will perform another survey for	Threatened, Endangered, and Sensitive Species	FHWA and Contractor

No.	Commitment	Resource(s)	Responsible Party
	nesting birds prior to resuming project activities. If feasible, tree and vegetation clearing will be conducted outside the bird nesting season.		
EC-9	**Nest avoidance.** If active nest sites are identified within the survey distances defined in the Nesting Bird and Raptor Surveys measure, a no-disturbance buffer shall be established for all active nest sites prior to commencement of any project-related activities to avoid disturbances to nesting activities. A no-disturbance buffer constitutes a zone in which project-related activities such as vegetation removal, earth moving, and construction cannot occur. The size of no-disturbance buffers would be determined by a qualified biologist based on the species, activities in the vicinity of the nest, and topographic and other visual barriers.	Threatened, Endangered, and Sensitive Species	FHWA and Contractor
EC-10	**Bat clearance and avoidance.** Prior to the start of construction activities, a qualified biologist will conduct a preconstruction survey for roosting bats at the existing culverts and around the Greenhorn Creek bridge, as well as a survey of large trees in the disturbance footprint that could provide suitable habitat for bats. The biologist will look for special-status bats and bat sign, including existing roost sites and bat guano deposits, and listen for roosting bats. If potential roosts are found, they will be fenced or flagged for avoidance. If roosts are found in areas that cannot be avoided, then these areas would be left unaffected until the individual(s) have left the area or until they can be relocated or excluded from the area by a qualified biologist in consultation with CDFW.	Threatened, Endangered, and Sensitive Species	FHWA and Contractor
EC-11	**Litter Prevention**. All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in securely closed containers and removed at least once a week from the project area. On completion of construction activities, all temporary fill and construction refuse, including, but not limited to, broken equipment parts, wrapping material, cords, cables, wire, rope, strapping, twine, buckets, metal or plastic containers, and boxes, will be removed and appropriately disposed.	Threatened, Endangered, and Sensitive Species	FHWA and Contractor
EC-12	**Road closures**. Coordinate with Plumas County on roadway closure and detour timing and provide notification to the public of expected roadway closures, delays, and detours.	Recreation; Traffic	FHWA and Contractor
EC-13	**Northwestern pond turtle.** Coordinate with the USFWS to monitor listing and conferencing status for the NWPT to ensure compliance coverage throughout project implementation.	Threatened, Endangered, and Sensitive Species	FHWA