WHISKEY CREEK BRIDGE EMERGENCY REPAIR PROJECT

INITIAL STUDY

with Proposed Mitigated Negative Declaration and Draft Section 4(f)



SHASTA COUNTY, CALIFORNIA

DISTRICT 2 – SHA – 299 Post Miles 13.55 to 14.58

EA 02-2K000 / EFIS 0225000023

Prepared by the
State of California Department of Transportation

February 2026



General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Mitigated Negative Declaration (IS/MND) which examines the potential environmental effects of the proposed Whiskey Creek Bridge Emergency Repair Project on State Route (SR) 299 between Post Miles (PM) 13.55 and 14.58 in Shasta County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this document.
- Additional copies of this document are available for review at the Caltrans District 2 Office, 1031 Butte St, Redding, CA 96001, and the Redding Library located at 1100 Parkview Ave., Redding, CA 96001.
- We'd like to hear what you think. If you have any comments about the proposed project, please visit the Caltrans website project link and send your written comments to Caltrans by the deadline. https://dot.ca.gov/caltrans-near-me/district-2/d2-projects
- Please send comments via U.S. mail to:

  California Department of Transportation
  Attention: Nicole Alber
  North Region Environmental–District 1
  1656 Union Street
  Eureka, CA 95501
- Send comments via e-mail to: nicole.alber@dot.ca.gov
- Be sure to send comments by the deadline: March 6, 2026

What happens after this?

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could complete the design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Chris Woodward, PIO Officer, North Region Environmental-District 2, 1031 Butte St, Redding, CA 96001; (530) 225-3426 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

WHISKEY CREEK BRIDGE
EMERGENCY REPAIR PROJECT

Replace the Whiskey Creek Bridge (Bridge #06-0096)
on State Route 299 in Shasta County
between Post Miles 13.55 and 14.58 west of Redding

INITIAL STUDY

with Proposed Mitigated Negative Declaration and Draft Section 4(f)

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

January 28, 2026
Date of Approval

Sara Acridge, Office Chief
North Region Environmental-District 2
California Department of Transportation
CEQA Lead Agency

The following person may be contacted for more information about this document:

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

SCH Number: 2025100947

Project Description

The California Department of Transportation (Caltrans) proposes the Whiskey Creek Bridge Emergency Repair Project to replace Whiskey Creek Bridge, including the bridge deck and superstructure. The project is located on SR 299 in Shasta County between PM 13.55 and 14.58. The scope of work would include:

- Widening SR 299 from 33 feet to 66 feet
- 15-foot-wide bike and pedestrian path on the eastbound lane on the bridge only
- Excavating and constructing part of the existing abutments
- An embankment reinforcement geogrid would be placed for road widening
- Placement of 0.1-feet of Hot Mix Asphalt (HMA) and base quantities for widening and conforming earthwork to the new structure
- Trestles would be installed temporarily for construction
- Extending existing drainages and installing new drainage systems
- Install new guardrail – Midwest Guardrail System (MGS)
- Install new concrete barriers
- Install new fencing along edge of pavements
- Clearing and grubbing
- Demolish the existing bridge superstructure
- Construct a new raised island, with stamped concrete, at the Whiskeytown Creek Road intersection at PM 13.87 to better accommodate truck turns

Proposed staging areas would utilize existing roadside pullouts within the project limits. No additional right of way would be acquired. The Whiskeytown National Recreation Area and road connection at PM 14.50 would be utilized during construction for staging and would be paved after construction is finalized.

Drainage improvements would involve upsizing the existing culvert at PM 13.85 from 18-inch-diameter to 24-inch diameter and extending it to accommodate roadway widening. Overside drains impacted by the widening would also be replaced. New drainage systems would be added to accommodate drainage impacts due to the installation of new concrete barriers to protect pedestrians with drainage inlets of 18-inch-diameters and overside drains of 12-inch-diameters.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant impact on the environment.

The project would have *No Effect* on

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cumulative Impacts
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The project would have *Less than Significant Impacts* to

- GHG Emissions
- Mandatory Findings of Significance

With the following mitigation measures incorporated, the project would have *Less than Significant Impacts with Mitigation* to

- Cultural Resources

_____ _____

Sara Acridge, Office Chief
North Region Environmental–District 2
California Department of Transportation

Date



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List of Acronyms and Abbreviated Terms

Acronym/Abbreviation	Description
AB	Assembly Bill
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CIA	Cumulative Impact Analysis
CNDDB	CDFW-California Natural Diversity Database
CNPS	California Native Plant Society
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CSP	Corrugated Steel Pipe
CTP	California Transportation Plan
CWA	Clean Water Act
DI	Drainage Inlet
DOT	Department of Transportation
DP	Director's Policy
DPPIAs	Design Pollution Prevention Infiltration Areas
DPS	Distinct Population Segment
DSAs	Disturbed Soil Areas
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources
ECL	Environmental Construction Liaison
EIR	Environmental Impact Report

Acronym/Abbreviation	Description
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESL	Environmental Study Limits
ESU	Evolutionarily Significant Unit
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone (CAL FIRE)
FHWA	Federal Highway Administration
FR	Federal Register
GHG	Greenhouse Gas
GWP	Global Warming Potential
HAER	Historic American Engineering Record
H&SC	Health & Safety Code
HFCs	hydrofluorocarbons
HMA	Hot Mix Asphalt
HVF	High-Visibility Fencing
IPaC	Information for Planning and Consultation
IS/ND	Initial Study / Negative Declaration
LSAA	Lake and Streambed Alteration Agreement
MGS	Midwest Guardrail System
MLD	Most Likely Descendent
MMT	million metric tons
MMTC0_2e	million metric tons of carbon dioxide equivalent
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic and Safety Administration
NISC	National Invasive Species Council
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service

Acronym/Abbreviation	Description
NPSWNRA	National Park Service- Whiskeytown National Recreation Area
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	ozone
OHM	Ordinary High Water
OHWM	Ordinary High Water Mark
OPR	Governor's Office of Planning and Research
PDT	Project Development Team
PM(s)	Post Mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
Project	Whiskey Creek Bridge Emergency Repair Project
PRC	Public Resources Code (California)
RCF	Record of Critical Finding
ROW	Right of Way
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	Shasta County Air Quality Management District
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SHS	State Highway System
SLR	Sea Level Rise
SO_2	sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SRTA	Shasta Regional Transportation Agency
SSC	Species of Special Concern
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Technical Advisory Committee
THVF	Temporary High Visibility Fencing
TMP	Transportation Management Plan
U.S. or US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service

Acronym/Abbreviation	Description
VMT	Vehicle Miles Traveled
WPCP	Water Pollution Control Program



Chapter 1. Proposed Project

1.1 Project History

The Whiskey Creek Bridge was constructed in 1961 and was part of the SR 299 realignment related to the creation of Whiskeytown Lake. The bridge was constructed using a particular kind of weld, referred to as T-1 steel welds. In 2021, T-1 steel welds were found to be deficient by the Federal Highway Administration (FHWA) and bridges containing these welds are required to be replaced.

Caltrans is the lead agency under CEQA.

1.2 Project Description

Caltrans is proposing the Whiskey Creek Bridge Emergency Repair Project on SR 299 between PM 13.55 and 14.58 in Shasta County (Figures 1 and 2 below).



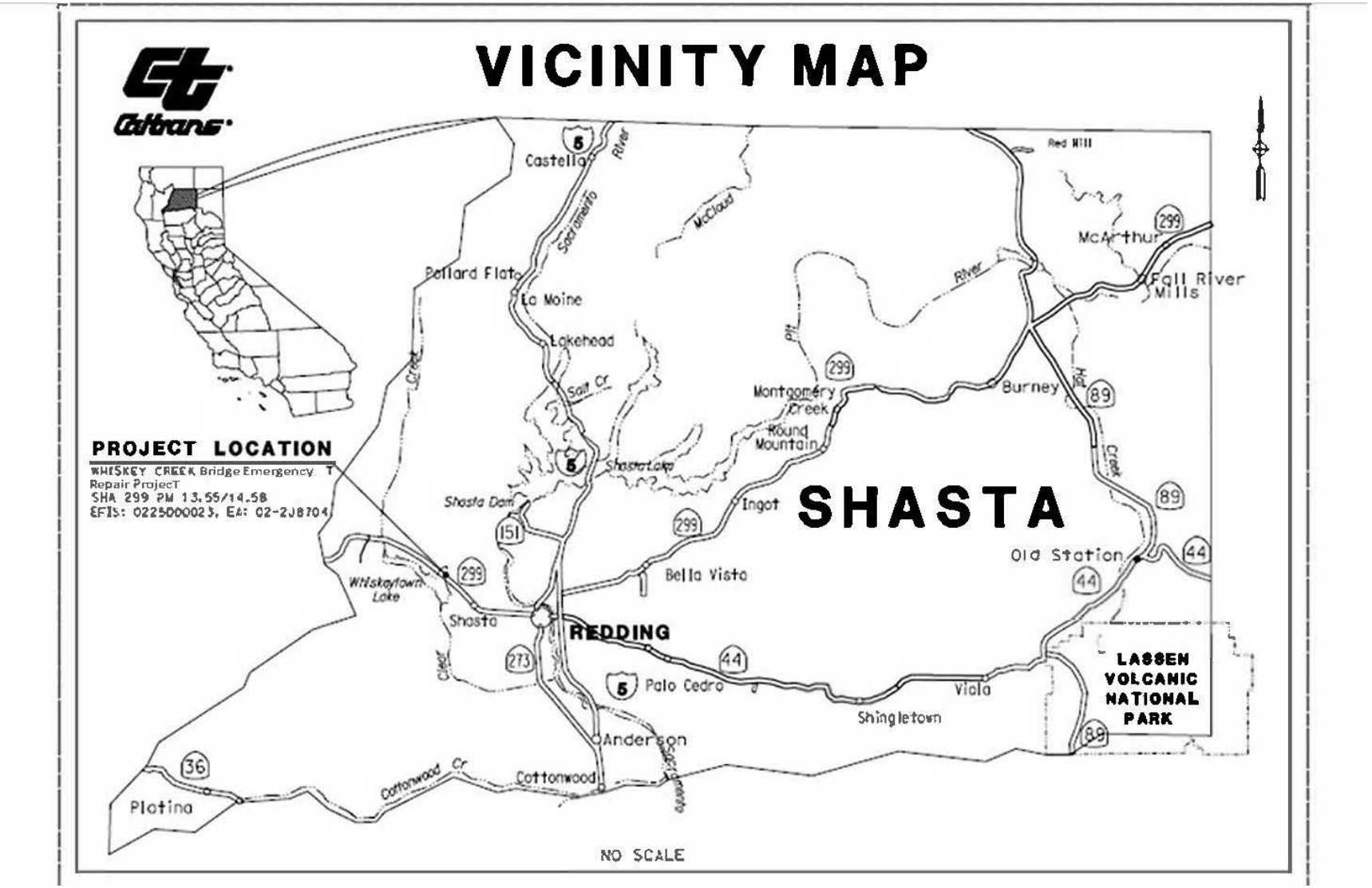


Figure 1. **Project Vicinity**



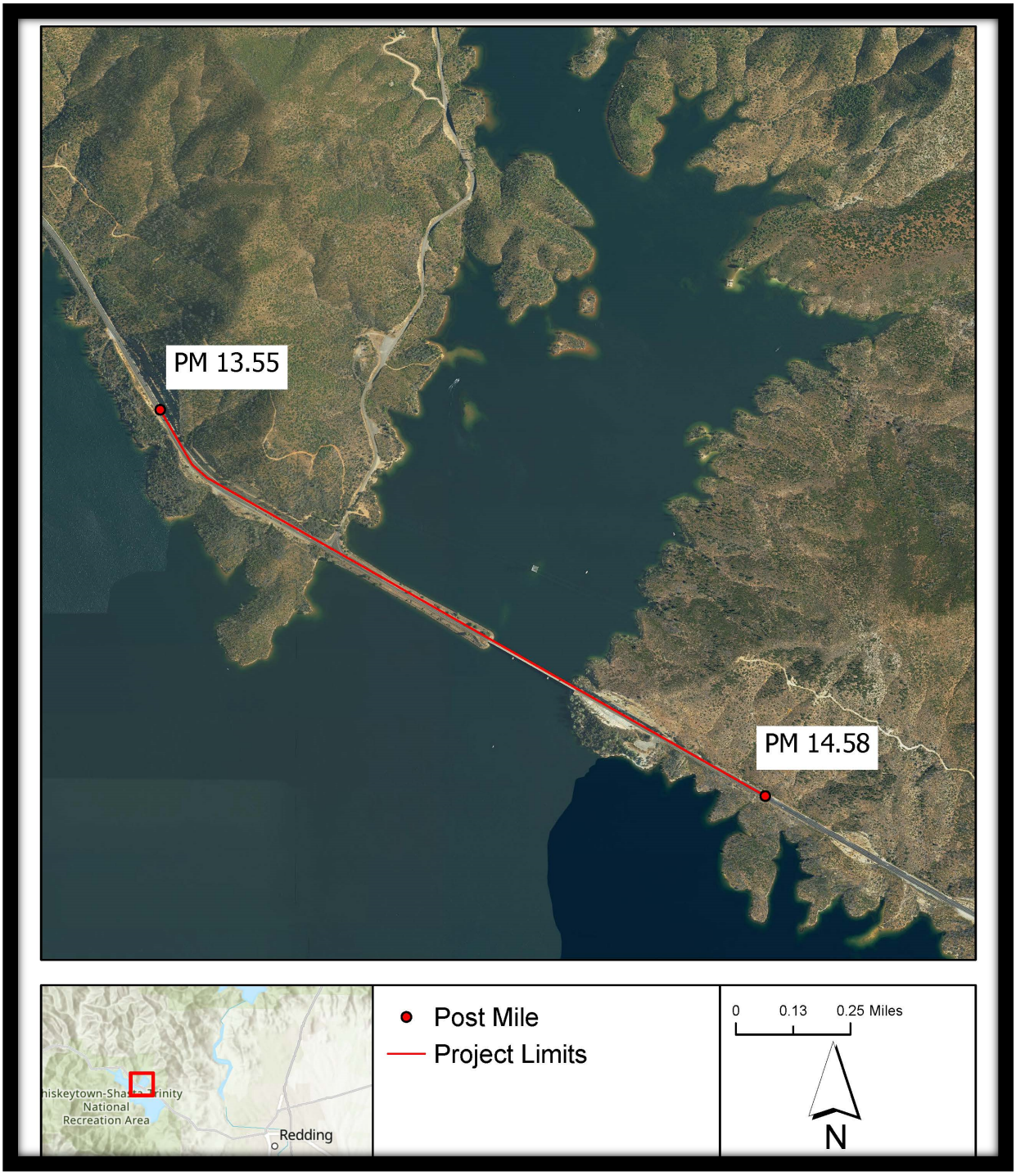


Figure 2. Project Location Map

Project Objective

Purpose

The purpose of this project is to deliver a structurally sound bridge that urgently addresses the deficient welds in T-1 steel members, upgrades the structure to meet current highway design standards, and reduces future maintenance and capital cost needs. By restoring the bridge to a condition of good health, the project would also decrease worker exposure and ensure a safe and reliable structure for all modes of travel and goods movement.

Need

In response to an FHWA Memorandum regarding fracture critical bridges with T-1 steel members, deficient welds were identified on the Whiskey Creek Bridge (Bridge No. 06-0096). If the welds are left unaddressed, this could lead to the complete failure of the bridge superstructure. Structure Maintenance & Investigations issued a Record of Critical Finding (RCF) to FHWA on February 8, 2024, requiring immediate action to resolve these deficiencies to maintain the safety of the traveling public. The bridge does not have sufficient width for repairing the welds without significant impacts to traffic and freight movement. The structure is fracture critical because it has non-redundant high strength girders comprised of T-1 steel. The bridge deck has also deteriorated over time due to traffic, exposure to freeze/thaw cycles, rebar corrosion from use of deicing salts, and unsound concrete. Due to these conditions the bridge is in a condition of poor health.

Proposed Project

The Whiskey Creek Bridge at PM 14.17 has been identified for replacement, including the bridge deck and superstructure, with a planned widening from approximately 33 feet to 66 feet. This project would also involve the widening and realignment of SR 299 at both ends of the bridge. The eastbound lane would be widened to the south by 62 feet to accommodate the bridge and traffic needs, requiring excavation for the placement of cut and fill material. The roadway widening would extend beyond the bridge departures, both east and west, to ensure the new alignment matches the existing roadway geometry. The bridge would be constructed in multiple phases.

The scope of work would include:

- Widening SR 299 from 33 feet to 66 feet
- 15-foot-wide bike and pedestrian path on the eastbound lane of the bridge only
- Excavating and constructing part of the existing abutments
- An embankment reinforcement geogrid would be placed for road widening
- Placement of 0.1-feet of Hot Mix Asphalt (HMA) and base quantities for widening and conforming earthwork to the new structure
- Trestles would be installed temporarily for construction
- Extending existing roadside runoff drainages and installing new roadside runoff drainage systems
- Install new guardrail – Midwest Guardrail System (MGS)
- Install new concrete barriers
- Install new fencing along edge of pavements
- Clearing and grubbing
- Demolish the existing bridge deck and superstructure
- Construct a new raised island, with stamped concrete, at the Whiskeytown Creek Road intersection at PM 13.87 to better accommodate truck turns

Proposed staging areas would utilize existing roadside pullouts within the project limits. No additional right of way would be acquired. The Whiskeytown National Recreation Area and road connection at PM 14.50 would be utilized during staging, then repaved after construction is finalized.

Drainage improvements (Table 1) would consist of upsizing one existing culvert at PM 13.85 from 18-inch-diameter to 24-inch-diameter and extending the culvert to accommodate roadway widening. Overside drains impacted by the widening would also be replaced (Table 1). New roadside runoff drainage systems would be added with drainage inlets of 18-inch-diameters and overside drains of 12-inch-diameters to accommodate drainage impacts due to the installation of new concrete barriers to protect pedestrians.

Table 1. Drainage Improvements

Post Mile	Inlet Type	Existing Diameter (inch)	Existing Length (feet)	Proposed Diameter (inch)	Proposed Length (feet)
13.85	CSP	18	111	24	116
13.86	Drainage Inlet (DI) and CSP	N/A	N/A	24	66
13.89	DI and CSP	N/A	N/A	24	61
13.90 RT	Overside drain	12	17	12	20
13.90 LT	Overside drain	12	16	12	16
13.99 LT	Overside drain	12	8	12	8
14.08 RT	Overside drain	12	17.6	None (Overside drain is being removed)	None (Overside drain is being removed)
14.08 LT	Overside drain	12	16.7	12	22.5
14.11	DI and CSP	N/A	N/A	18	23
14.16	DI and CSP	N/A	N/A	18	26
14.35	DI and CSP	N/A	N/A	*24 x 2	120 and 40

*One 120-foot long CSP would run parallel to the roadway with two DI to collect runoff, which connects to one 40-foot-long overside drain. Both CSP and overside drain are 24-inches in diameter.

Alternatives Considered

Alternative A – Superstructure Replacement

Needed Structure Rehabilitation and Upgrading

The existing 33-foot-wide bridge superstructure would be replaced and widened to 66-feet consisting of 8- to-14-foot-wide shoulders, two (2) 12-foot-wide travel lanes, and a 15-foot-wide pedestrian and bike path on the bridge only. To accommodate the widening and to stage construction, two-way traffic handling would be utilized. Due to the widening, the centerline of the alignment would be shifted approximately 12 feet to the south from the current position, which would require realignment of the roadway approaches. Bridge work would address the fracture critical components, the non-redundant two-beam girder design, and the fracture critical steel of the superstructure (including the deficient welds). The existing two-girder superstructure would be replaced with a four-girder superstructure per current design standards and would have a 6P permit load* rating for freight mobility. The existing foundation system, bent caps, and columns would be utilized on this project; however, the top of the bent caps would require a carbon fiber reinforced polymer system retrofit to address lack of sufficient shear, flexure and confinement reinforcement.

*The permit load rating determines the maximum permitted truck load the new superstructure can safely carry. The new Whiskey Creek bridge has been analyzed for a 15-axle permit truck, so the rating is PPPPPP or 6P.

Roadway

The roadway on the west end of the bridge would be realigned to the south by extending the existing curve to the south and would include construction of 8-foot-wide shoulders. This would maintain a straight tangent alignment to the new bridge alignment. At the SR 99/Whiskey Creek Road intersection, the left-hand turn lane geometry from the eastbound lane onto Whiskey Creek Road would be perpetuated. The acceleration lane for eastbound traffic, from Whiskey Creek Road onto SR 299, would be extended to improve safety.

At the east end of the bridge, two reversing curves would be constructed to realign and transition the new alignment centerline back to the existing centerline. These reversing curves would be designed for a speed of 60 miles per hour and a minimum radius of 11,800 feet to maintain a normal crown throughout the transition. Rock

excavation, to the south of SR 299, would be necessary to accommodate launching the new structure in Stage One, described below, and shifting traffic over to complete the remaining stages of construction.

The Whiskeytown National Recreation Area and road connection at PM 14.50 would be utilized during construction for staging and would be paved after construction is finalized.

All fill required for widening and realigning the roadway would be on existing ground; no fill material would be placed within the lake. The pavement required to shift traffic during stage construction would be utilized as a pedestrian path upon completion of construction. No additional pedestrian paths are proposed beyond those included on the new bridge structure. A thin blanket overlay will be used within the project limits, including a polyester concrete overlay across the bridge deck.

A pedestrian/bike path is proposed on the new bridge structure only. No additional pedestrian path is proposed.

Construction Scenario

Prior to construction of the new superstructure, temporary work trestles capable of supporting vehicles and heavy equipment will be erected parallel to the bridge on either side of the western abutment on the peninsula. Each trestle would be supported by approximately 96 24-inch diameter round steel piles that may extend below the ordinary highwater mark. The piles may be driven to a depth of up to approximately 40 feet below existing grade. The method of pile installation could be percussive, vibratory, oscillation, or a combination of these methods. The deck of the trestle will be above the ordinary high-water mark and constructed of wood, steel, and/or concrete. The entire deck and the above grade portion of the piles will be removed upon completion of the project. Any pile holes would be backfilled with onsite or prewashed dirt or rock.

Stage One of construction will include constructing the right half of the superstructure, while keeping traffic on the existing superstructure to the left. The girders will likely be launched or placed utilizing temporary structures supported by the existing piers. If the girders are launched, temporary trestles and/or barges may be needed to support the girders mid-span. A pit approximately 700 feet long x 42 feet wide x 13 feet deep may be excavated to the right of the existing western abutment (to the west of the proposed new abutment) to assemble, launch, or stage

the steel girders for the construction of the superstructure. A similar receiving pit approximately 300 feet long x 42 feet wide x 13 feet deep will be excavated adjacent to the eastern existing abutment. Since the pits are adjacent to the existing bridge approach, a temporary earth retaining system may be needed to hold the existing road in place. The earth retaining system may consist of vertical steel piles set in concrete or gravel with horizontal members between the piles. The retaining system will be backfilled with dirt or rock. Retaining system materials above grade will be removed upon completion of construction. When Stage One of construction is complete, traffic will be moved to the new half of the superstructure.

During Stage Two, the existing half of the superstructure will be demolished/removed. The contractor will construct a catchment device consisting of a wood and/or steel platform to prevent debris from falling into Whiskeytown Lake. The contractor will likely utilize tools such as pneumatic hammers, excavators, and/or cranes. Reinforcing steel would be cut with a torch or mechanical cutting implement as necessary during the demolition. The deck would be removed first with the excavator working from the bridge deck. Once the deck is removed, the girders and steel bracing is likely to be removed with a crane atop a floating barge. It is anticipated that any debris would be removed with an excavator bucket, placed in a container, transferred to an approved staging area/temporary upland stockpile site, and ultimately be either recycled or disposed of at an approved upland site. Procedures will be implemented to minimize dust, including pre-wetting surfaces and runoff containment devices.

Stage Three will include the construction of the second half of the superstructure, in a similar fashion to Stage One. A temporary work trestle will be constructed on the north side of the western abutment, and launching and receiving pits will be excavated in line with the left half of the superstructure. The retaining system constructed for Stage One would be utilized for Stage Three before it is removed.

Throughout construction of the project, there will also be roadway construction work, which will include approximately 44,000 cubic yards of excavation. Excavation may be performed using excavators, hydraulic breakers, and/or blasting. There will be improvements to storm drains, pavement, guardrail, and signs. Typical construction equipment expected to be used includes dozers, loaders, graders, excavators, dump trucks, cranes, pile drivers, cement trucks, paving machines, pumps, compressors and similar bridge construction equipment.

The traffic handling operation will maintain one lane of vehicular traffic in each direction for most construction operations. During certain tasks, the roadway will be limited to one-way reversing traffic control. These operations will be strategically orchestrated to minimize impacts on traffic, utilizing off-peak hours and days, paired with public outreach notifications. This method will help reduce any inconvenience for the public.

Additionally, during the typical bridge construction operations, boat and recreational traffic will have access under a portion of the bridge to maintain connectivity to the Whiskey Creek arm of the lake. However, under specific operations, such as launching girders, the area under the structure will be unavailable for public access. Restriction of access under the bridge is anticipated to be minimal, with closures during the recreational off season between September to May, taking place approximately 4-6 times for 1-2 days per closure. This restriction, out of the approximate 450 working days planned for construction, would have minimal effects on recreational users who want to use the waterway below the bridge.

No-Build Alternative

This alternative does not meet the purpose and need of the project. The facility condition would continue to deteriorate, increasing maintenance needs and ultimately failing to provide mobility. The existing bridge has fracture critical components which, if the components fail, may result in extensive repairs or total replacement of the bridge. Because there are no nearby detour routes around the bridge, SR 299 would lose connectivity between I-5 to the east and North Coast to the west. Rural communities that rely on Redding for essential emergency and health services and economic means of survival would be forced to take extensive detour routes such as SR 36 or SR 96.

General Plan Description, Zoning, and Surrounding Land Uses

This project is located in Shasta County on SR 299 between PM 13.55 and 14.58. Land use in the project vicinity is primarily recreational. The city of Redding is approximately 11 miles to the east of the project limits.

1.3 Permits and Approvals Needed

The following table indicates the permitting agency, permits/approvals and status of permits required for the project.

Table 2. Agency, Permit/Approval and Status

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Clean Water Act - Section 404	Permit application to be submitted after Final Environmental Document approval
Regional Water Quality Control Board	Clean Water Act-Section 401	Permit application to be submitted after Final Environmental Document approval
State Historic Preservation Office	Memorandum of Agreement	Pending State Historic Preservation Office concurrence
State Historic Preservation Office	Section 4(f) Programmatic	Pending State Historic Preservation Office concurrence
National Park Service-Whiskeytown National Recreation Area	Section 4(f) De Minimis	Pending National Park Service-Whiskeytown National Recreation Area concurrence

For projects that have federal funds involved, Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits the Federal Transit Administration and other USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use. This project has federal funds, would require the permanent use of a historic bridge, and a temporary use of a recreational area. See Appendix D for more information.

1.4 Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, “mitigation” is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, resource

management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered “mitigation” under CEQA; rather, they are included as part of the project description in environmental documents.

The following section provides a list of project features, standard practices (measures), and BMPs that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, resource management plans, and resource agency directives and policies. They predate the project’s proposal, and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 2.

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include:

Aesthetics Resources

AR-1: Aesthetic treatment to bridges/guardrails/retaining walls would be included, such as tribal patterns, to address context sensitivity.

AR-2: Temporary access roads, construction easements, and staging areas that were previously vegetated would be restored to a natural contour and revegetated with regionally-appropriate native vegetation.

AR-3: Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.

AR-4: Where feasible, construction lighting would be temporary, and directed specifically on the portion of the work area actively under construction.

AR-5: Where feasible, the removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved and root systems of trees protected.

Biological Resources

BR-1: General

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

B. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week prior to initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance due to construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, restricting loud work (such as pile driving or blasting) during the nesting season, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

C. Exclusion devices would be installed on the bridge outside of the nesting window to restrict birds from nesting and bats from roosting so they would not be impacted later during construction activities.

D. To prevent attracting corvids (birds of the *Corvidae* family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container daily and disposed of at an approved waste facility at least once a week. Also, on-site workers would not attempt to attract or feed any wildlife.

E. A qualified biologist would monitor construction activities that could potentially impact sensitive biological receptors (e.g., amphibians, nesting). To ensure adherence to permit conditions, the biological monitor would be present during activities such as installation and removal of dewatering or diversion systems, bridge demolition, pile-driving and hoe-ramming, and drilling for bridge foundations to ensure adherence to permit conditions. In-water work restrictions would be implemented.

F. An *Aquatic Species Relocation Plan*, or equivalent, would be prepared by a qualified biologist and include provisions for pre-construction surveys and the appropriate methods or protocols to relocate any species found. If previously unidentified threatened or endangered species are encountered or anticipated incidental take levels are exceeded, work would either be stopped until the species is out of the impact area, or the appropriate regulatory agency would be contacted to establish steps to avoid or minimize potential adverse effects.

G. Preconstruction surveys would be performed for Northwestern Pond Turtle (*Actinemys marmorata*), Bald Eagle (*Haliaeetus leucocephalus*), and Osprey (*Pandion haliaetus*) during the breeding season for each construction season (every year of construction). If species are discovered during construction, work would stop in the area of discovery and coordination with the appropriate resource agencies would occur.

H. A Limited Operating Period would be observed, whereby all construction activities would occur during daytime hours and between September 16 and January 31, which is the time of year when the following listed species

would not be expected to have dependent young: Bald Eagle (*Haliaeetus leucocephalus*), and Osprey (*Pandion haliaetus*).

I. A Limited Operating Period would be observed, whereby all in-stream work below ordinary high water (OHW) would be restricted to the period between June 15 and October 15 to protect water quality and vulnerable life stages of sensitive aquatic species.

BR-3: Invasive Species

Invasive non-native species control would be implemented. Measures would include:

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.

- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species. Project personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Cleaning/Decontamination Protocol (Northern Region)* for all field gear and equipment in contact with water.

BR-4: Plant Species, Sensitive Natural Communities, and ESHA

A. Seasonally appropriate, pre-construction floristic surveys for sensitive plant species would be completed (or updated) by a qualified biologist prior to construction in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018).

B. Upon completion of construction, all superfluous construction materials would be completely removed from the site. The site would then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast growing sterile erosion control seed, as required by the Erosion Control Plan.

BR-5: Wetlands and Other Waters

A. In-stream work would be restricted to the period between June 15 and October 15 to protect water quality and vulnerable life stages of sensitive fish species. Construction activities restricted to this period include any work below ordinary high water. Construction activities performed above the ordinary high water mark (OHWM) of a watercourse that could potentially directly impact surface waters (i.e., soil disturbance that could lead to turbidity) would be performed during the dry season, typically between June through October, or as weather permits per the authorized contractor-prepared Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP), and/or project permit requirements.

Cultural Resources

CR-1: Caltrans would coordinate with the Nor-Rel-Muk Wintu Nation and Redding Rancheria and incorporate measures to protect tribal resources, including potential work windows associated with tribal ceremonies.

CR-2: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-3: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code (H&SC) § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner

would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally-owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 CFR Part 10. All work in the vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology, Seismic/Topography, and Paleontology

GS-1: The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and BMPs. New earthen slopes would be vegetated to reduce erosion potential.

GS-2: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).

GHG-2: Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

GHG-3: Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction

regulations mandated by the California Air Resource Board (CARB) (Caltrans SS 7-1.02C).

GHG-4: Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.

GHG-5: All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. This replanting would help offset any potential CO_2 emissions increase.

GHG-6: Pedestrian and bicycle access would be maintained on SR 299 during project activities.

Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific *Lead Compliance Plan* (CCR Title 8, § 1532.1, the "Lead in Construction" standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of materials containing lead.

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue" (SSP 14-11.12).

HW-3: If treated wood waste (such as removal of sign posts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification "Treated Wood Waste."

Hydrology and Floodplain

HF-1: The proposed bridge would maintain the same elevation above the ordinary high water mark (OHWM) as the existing bridge, and no new

structures would be placed which would result in a substantial backflow during a flood event.

Traffic and Transportation

TT-1: Pedestrian and bicycle access would be maintained during construction. The contractor would be required to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zones.

TT-2: A Transportation Management Plan (TMP) would be applied to the project.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 299 throughout the construction period.

UE-2: Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation

UE-3: The project is located within the *Very High* CAL FIRE Fire Hazard Severity Zone (FHSZ). The contractor would be required to submit a jobsite fire prevention plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWQ), effective January 1, 2023. If the project results in a land disturbance of one acre or more, coverage under the Construction General Permit (CGP) (Order 2022-0057-DWQ) is also required.

Before any ground-disturbing activities, the contractor would prepare a SWPPP (per the Construction General Permit Order 2022-0057-DWQ) or Water Pollution Control Program (WPCP) (projects that result in a land

disturbance of less than one acre) that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction. For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of those permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site BMPs to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan.

Construction site BMPs would follow the latest edition of the *Caltrans Storm Water Quality Handbooks: Construction Site Best Management Practices Manual* (Caltrans 2024) to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would specify the applicable temporary construction site BMPs and will be continuously updated to adapt to changing site conditions during the construction phase.

WQ-2: The State Water Resources Control Board (SWRCB) issued a statewide NPDES permit to Caltrans (Order 2022-0033-DWQ) to regulate stormwater and some non-stormwater discharges from the Caltrans right of way. The Caltrans NPDES Permit requires post-construction treatment BMPs for increases in impervious surface area of 10,000 square feet or more and any alterations to existing flow patterns (e.g., hydromodification). For non-highway facilities, or for projects that require a 401 Certification from the North Coast Regional Water Quality Control Board (NCRWQCB), the applicable threshold is lowered to 5,000 square feet.

This project would incorporate pollution prevention and design measures consistent with the *2023 Caltrans Storm Water Management Plan* (Caltrans 2023a). This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

Permanent impacts to water quality would be prevented by adhering to the required permits, and the incorporation of Design Pollution Prevention (DPP) BMP strategies, found in Appendix A of the *Stormwater Quality Handbooks: Project Planning and Design Guide (PPDG)* (Caltrans 2023b). Any stabilized pervious area within the project limits that receives runoff from the impervious areas and promotes infiltration of the runoff may be designated as a DPP infiltration area. DPP infiltration areas can be vegetated or non-vegetated. DPP BMPs include:

- Prevention of downstream erosion; stormwater drainage systems will be designed to avoid causing or contributing to downstream erosion;
- Stabilization of disturbed soil areas (DSA); DSA will be appropriately stabilized to prevent erosion after construction; and
- Maximization of vegetated surfaces consistent with Caltrans policies: vegetated surfaces prevent erosion and promote infiltration, which reduces runoff.

The DPP BMP categories listed below are designed to accomplish these objectives:

- Consideration of downstream effects related to potentially increased flow
- Preservation of existing vegetation
- Concentrated flow conveyance systems
- Slope/surface protection systems

Permanent treatment BMPs that could be incorporated into the project include biostrips, bioswales, and Design Pollution Prevention Infiltration Areas (DPPIAs). It is anticipated that the inclusion of appropriate temporary and permanent BMPs will avoid potential impacts to water quality and meet the requirements of the Caltrans NPDES Permit, the CGP, and the Basin Plan. BMPs can be found in the Stormwater Quality Handbooks: "*Construction Site Best Management Practices Manual"* (Caltrans 2024) and "*Project Planning and Design Guide*" (Caltrans 2023b).

1.5 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination will be prepared in accordance with the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special status species by the United States Fish and Wildlife Service and National Marine Fisheries Service—in other words, species protected by the Federal Endangered Species Act).

Chapter 2. CEQA Environmental Checklist

Environmental Factors Potentially Affected

The environmental factors noted below would be potentially affected by this project. Please see the CEQA Environmental Checklist on the following pages for additional information.

Potential Impact Area	**Impacted: Yes / No**
Aesthetics	No
Agriculture and Forest Resources	No
Air Quality	No
Biological Resources	No
Cultural Resources	**YES**
Energy	No
Geology and Soils	No
Greenhouse Gas Emissions	**YES**
Hazards and Hazardous Materials	No
Hydrology and Water Quality	No
Land Use and Planning	No
Mineral Resources	No
Noise	No
Population and Housing	No
Public Services	No
Recreation	No
Transportation	No
Tribal Cultural Resources	No
Utilities and Service Systems	No
Wildfire	No
Mandatory Findings of Significance	**YES**

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A “NO IMPACT” answer in the last column of the checklist reflects this determination. The words “significant” and “significance” used throughout the CEQA Environmental Checklist are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, as well as standardized measures applied to all or most Caltrans projects (such as BMPs and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

CEQA broadly defines “project” to include “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (14 California Code of Regulations [CCR] § 15378). Under CEQA, normally the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. However, it is important to choose the baseline that most meaningfully informs decision-makers and the public of the project’s possible impacts. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project’s impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record. The CEQA Guidelines require a “statement of the objectives sought by the proposed project” (14 CCR § 15124(b)).

CEQA requires the identification of each potentially "*significant effect on the environment*" resulting from the project, and ways to mitigate each significant effect. Significance is defined as *"Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the project"* (14 CCR § 15382). CEQA determinations are made prior to and separate from the development of mitigation measures for the project.

The legal standard for determining the significance of impacts is whether a "fair argument" can be made that a "substantial adverse change in physical conditions" would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in an area of environmental review can make this determination.

Though not required, CEQA suggests Lead Agencies adopt thresholds of significance, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and it's varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire State, developing thresholds of significance on a state-wide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts in the project area based on their location and the effect of the potential impact on the resource as a whole. For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a "less than significant" determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered "significant."

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)).

A proposed negative declaration (ND) must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a "Mitigated Negative Declaration" in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure.

Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (CCR § 15126.4(a)(1)(B)).

Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA 15370). Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered "mitigation" under CEQA, these measures are often referred to in an Initial Study as "mitigation", Good Stewardship or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (California Public Resources Code [PRC] § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

No-Build Alternative

For each of the following CEQA Environmental Checklist questions, the “No-Build” alternative has been determined to have "No Impact”. Under the “No-Build” alternative, no alterations to the existing conditions would occur and no proposed improvements would be implemented. The “No-Build” alternative will not be discussed further in this document.

Definitions of Project Parameters

When determining the parameters of a project for potential impacts, the following definitions are provided:

Project Area: This is the general area where the project is located. This term is mainly used in the Affected Environment section (e.g., watershed, climate type, etc.).

Project Limits: This is the beginning and ending post miles for a project. This is different than the ESL in that it sets the beginning and ending limits of a project along the highway. It is the limits programmed for a project, and every report, memo, etc. associated with a project should use the same post mile limits. In some cases, there may be areas associated with a project that are outside of the project limits, such as staging and disposal locations.

Project Footprint: The area within the Environmental Study Limits (ESL) the project is anticipated to impact, both temporarily and permanently. This includes staging and disposal areas.

Environmental Study Limits (ESL): The project engineer provides the Environmental team the ESL as an anticipated boundary for potential impacts. The ESL is *not* the project footprint. Rather, it is the area encompassing the project footprint where there could *potentially* be direct and indirect disturbance by construction activity. The ESL is larger than the project footprint in order to accommodate any future scope changes. The ESL is also used for identifying the various Biological Study Areas (BSAs) needed for different biological resources.

Biological Study Area (BSA): The BSA encompasses the ESL plus any areas outside of the ESL that could potentially affected by a project (e.g., noise, visual, Coastal Zone, etc.). Depending on resources in the area, a project could have multiple BSAs. Each BSA should be identified and defined. If the project is within the Coastal Zone, this area would also include the required 100 foot buffer.

The BSA for the Whiskey Creek Bridge Emergency Repair Project is a 500 foot buffer zone to ensure noise and visual impacts are not caused to potential sensitive species in the area (Figure 3 below).

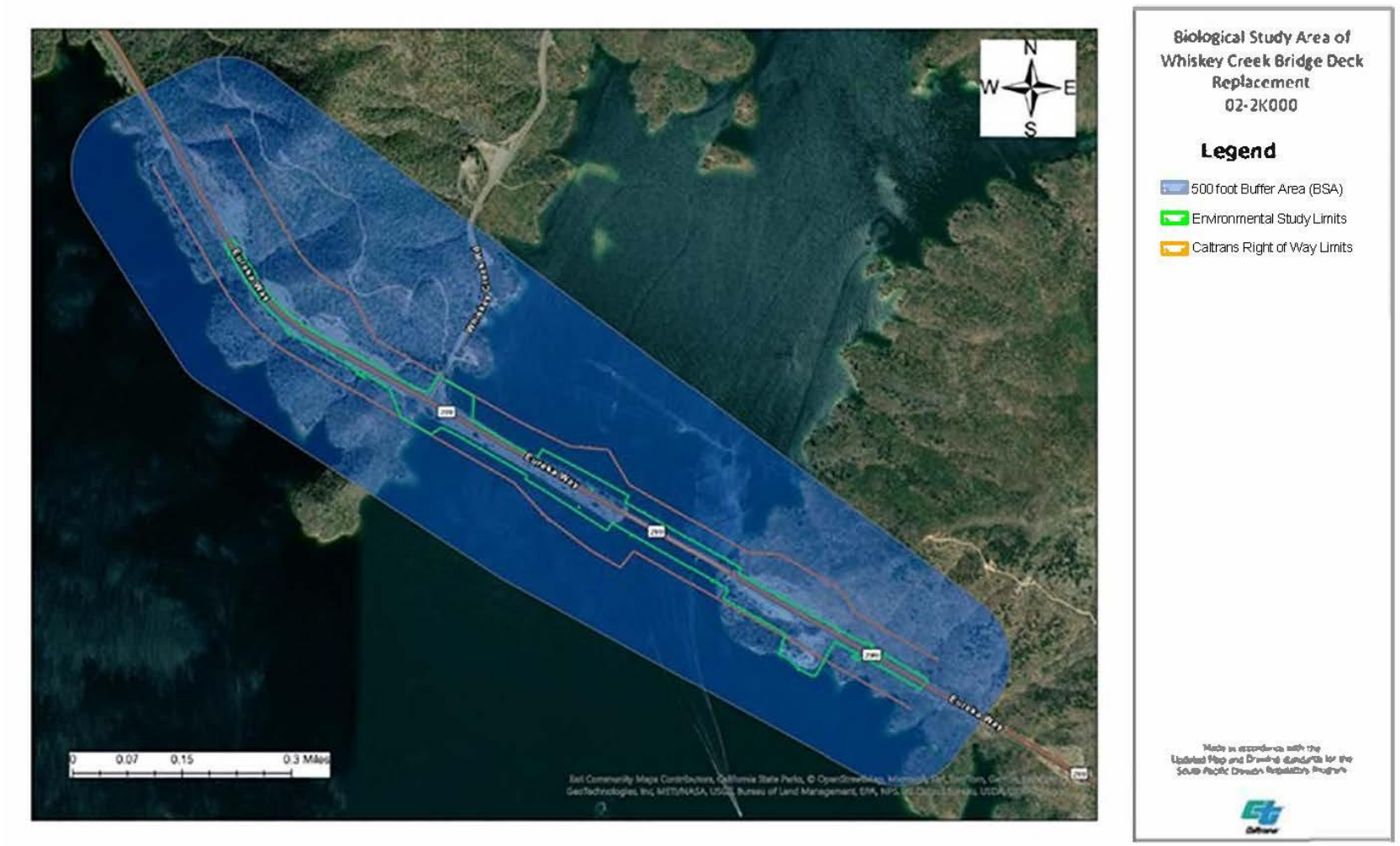


Figure 3. Biological Study Area of Whiskey Creek Bridge Deck Replacement



2.1 Aesthetics

Except as provided in the Public Resources Code Section 21099:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect on a scenic vista?	No	No	No	Yes
Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No	No	No	Yes
Would the project: 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 are experienced from a 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?	No	No	No	Yes
Would the project: d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Visual Impact Assessment Memorandum Annotated Outline & Scenic Resource Evaluation for the Whiskey Creek Deck Replacement (Caltrans 2025i) dated May 6, 2025.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.1—Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

NO IMPACT. While there are no Officially Designated State Scenic Highways in or near the proposed project area, this section of SR 299 is an Eligible State Scenic Highway. This section of SR 299 in Shasta County is also designated in the Shasta County General Plan (Shasta County General Plan 2019a) as a corridor in which the natural environment is dominant. The proposed project would not have a substantial adverse effect on the views or scenic vistas as the project would be replacing an existing structure; therefore, there would be no impact.

b) Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings, within a state scenic highway?

NO IMPACT. The project would not substantially damage scenic resources within an eligible state scenic highway. The Whiskey Creek Bridge is designated as a historic structure; however, SR 299 is only classified as *eligible* for State designation of the State Scenic Highway System. There would be no impacts to historic buildings within a state scenic highway.

c) Would the project, 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 are experienced from a publicly accessible vantage point.)

NO IMPACT. The project is located in a non-urbanized area and would not degrade the existing visual character or quality of the public views of the surrounding area. The landscape is characterized by a natural setting with mountainous, hilly, and forested terrain and intermittent views of Whiskeytown Lake. SR 299 passes along Whiskeytown Lake, traversing the lake on the northeastern side. It is the main route accessing the Whiskeytown National Recreation Area (Caltrans 2025i). As there is already a structure present, and the project proposes to create a similar structure immediately parallel to the existing structure, there would be no impact.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

NO IMPACT. The proposed project would add no new sources of light or glare. As there is already a structure present, the removal and replacement of the bridge structure would not adversely affect day or nighttime views in the area.

To ensure no impacts to an eligible state scenic highway, aesthetic treatments of a 4-foot-tall railing fence, including a tribal design motif, will be included. Given the determinations above, the project would have no impact on Aesthetics.

2.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project; the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No	No	No	Yes
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No	No	No	Yes
Would the project: c) Conflict with existing zoning for, or cause rezoning of forest land (as defined by 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))?	No	No	No	Yes

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the California Department of Conservation's Important Farmland Mapping tool site, accessed on July 22, 2025 (California Department of Conservation 2025a).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.2—Agriculture and Forest Resources

a) Would the project 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?

NO IMPACT. No Prime, Unique, or Farmland of Statewide Importance is found near the project limits; therefore, the project would not convert Farmland to non-agricultural use.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

NO IMPACT. The project limits do not include any agricultural land; therefore, no agricultural land would be converted for the proposed project.

c) Would the project conflict with existing zoning 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))?

NO IMPACT. The project takes place within the existing Caltrans right of way (ROW); therefore, no forest land would be rezoned for the purpose of the proposed project.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

NO IMPACT. The project would not convert forest land to non-forest use; therefore, no forest land would be lost with the proposed project.

e) Would the project 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?

NO IMPACT. No agricultural or farmland is found within the project limits. No agricultural or farmland would be converted for the purpose of the proposed project; therefore, there would be no impact to agricultural or farmland uses.

Given the determinations above, the project would have no impact on Agriculture and Forest Resources.

2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?	No	No	No	Yes
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Air Quality and greenhouse gas (GHG) for the Whiskey Creek Deck Replacement Project memo dated February 25, 2025 (Caltrans 2025a).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.3—Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

NO IMPACT. The project would result in the same number of traveled lanes, which would not increase traffic capacity nor result in a significant measurable increase in air pollution; the project would not conflict with or obstruct implementation of the EPA-Approved California State Implementation Plan for Shasta County. Therefore, there would be no impact.

b) Would the project 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?

NO IMPACT. The project is located in an area of attainment/unclassifiable for all current National Ambient Air Quality Standards (NAAQS). The project would not create any cumulatively considerable net increase of pollutants.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

NO IMPACT. During construction, short term degradation of air quality may occur due to the release of particulate emissions. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Sensitive receptors (e.g., children, elderly, asthmatics and others whose are at a heightened risk of negative health outcomes due to exposure to air pollution) would not be exposed to substantial pollutant concentrations. During construction, particulate emissions (such as fugitive dust) would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4) would ensure no substantial pollutant concentrations would impact sensitive receptors.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

NO IMPACT. The project is located in a low density area that is temporarily occupied by the public year round for recreational purposes. Construction activities are expected to increase traffic congestion in the area, resulting in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site. Implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4) would ensure no substantial emissions would adversely affect a substantial number of people. Therefore, there would be no impacts.

Given the determinations above, the project would have no impact on Air Quality.

2.4 Biological Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries/NMFS?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Whiskey Creek Bridge Rehabilitation Natural Environment Study (Caltrans 2025f) dated October 2025. Caltrans Standard Measures and Best Management Plans (Section 1.4) would ensure no impacts to biological resources would occur.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.4a)—Biological Resources

a) Would the project 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 (CDFW), U.S. Fish and Wildlife Service (USFWS), or NOAA Fisheries/ National Marine Fisheries Service (NMFS)?

NO IMPACT. Based on the conclusions provided below, there would be no impact to plant and animal species identified as candidate, sensitive or special status as indicated by USFWS, NMFS, CDFW, and California Native Plant Society (CNPS) as potentially occurring within the project study limits.

Plant Species

The plants listed below are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special-status plants occurring on site.

Based on database queries to USFWS, CDFW and CNPS for special status species, the plants listed in Table 3 below could potentially occur in the project study area.

Discussion of Plant Species

Table 3. Special Status Plant Species Potentially Occurring in the Environmental Study Limits

Common Name	*Scientific Name*	California Rare Plant Rank	Federal/ State Listing Status	Habitat Present (Yes/No)	Rationale
blushing wild buckwheat	*Eriogonum ursinum* var. *erubescens*	--/--1B.3	--/--	No	Not observed during field surveys. No anticipated impacts.
broad-lobed leptosiphon	*Leptosiphon latisectus*	4.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Cantelow's lewisia	*Lewisia cantelovii*	1B.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Canyon Creek stonecrop	*Sedum paradisum* ssp. *paradisum*	1B.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.

Common Name	*Scientific Name*	California Rare Plant Rank	Federal/ State Listing Status	Habitat Present (Yes/No)	Rationale
clustered lady's-slipper	*Cypripedium fasciculatum*	4.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Congdon's buckwheat	*Eriogonum congdonii*	4.3	--/--	No	Not observed during field surveys. No anticipated impacts.
Damnation Pass phacelia	*Phacelia damnationensis*	1B.3	--/--	No	Not observed during field surveys. No anticipated impacts.
dubious pea	*Lathyrus sulphureus* var. *argillaceus*	3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
English Peak greenbrier	*Smilax jamesii*	4.2	--/--	No	Not observed during field surveys. No anticipated impacts.
Geyer's sedge	*Carex geyeri*	4.2	--/--	No	Not observed during field surveys. No anticipated impacts.
hairy marsh hedge-nettle	*Stachys pilosa*	2B.3	--/--	No	Not observed during field surveys. No anticipated impacts.
Howell's alkali grass	*Puccinellia howellii*	1B.1	--/--	Yes	This species is known to occur in one area around the project location, far outside of the BSA. It has been observed at PM 7.84 which is an Alkali seep. Because it is not within the BSA, no impacts are anticipated.

Common Name	*Scientific Name*	California Rare Plant Rank	Federal/ State Listing Status	Habitat Present (Yes/No)	Rationale
Hutchison's lewisia	*Lewisia kelloggii* ssp. *hutchisonii*	3.2	--/--	No	Not observed during field surveys. No anticipated impacts.
Kern ceanothus	*Ceanothus pinetorum*	4.3	--/--	No	Not observed during field surveys. No anticipated impacts.
Klamath Mountain catchfly	*Silene salmonacea*	1B.2	--/--	No	Not observed during field surveys. No anticipated impacts.
Koch's cord moss	*Entosthodon kochii*	1B.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Mallory's manzanita	*Arctostaphylos malloryi*	4.3	--/--	No	Not observed during field surveys. No anticipated impacts.
maverick clover	*Trifolium piorkowskii*	1B.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
mountain lady's-slipper	*Cypripedium montanum*	4.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
northern clarkia	*Clarkia borealis* ssp. *borealis*	4.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Nuttall's ribbon-leaved pondweed	*Potamogeton epihydrus*	2B.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Redding checkerbloom	*Sidalcea celata*	3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
redwood lily	*Lilium rubescens*	4.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Sanborn's onion	*Allium sanbornii* var. *sanbornii*	4.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.

Common Name	*Scientific Name*	California Rare Plant Rank	Federal/ State Listing Status	Habitat Present (Yes/No)	Rationale
Sanford's arrowhead	*Sagittaria sanfordii*	1B.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Shasta County arnica	*Arnica venosa*	4.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Shasta huckleberry	*Vaccinium shastense* ssp. *shastense*	1B.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Shasta limestone monkeyflower	*Erythranthe taylorii*	1B.1	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Shasta maidenhair fern	*Adiantum shastense*	4.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Siskiyou iris	*Iris bracteata*	3.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Siskiyou onion	*Allium siskiyouense*	4.3	--/--	No	Not observed during field surveys. No anticipated impacts.
slender silver moss	*Anomobryum julaceum*	4.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Sulphur Creek brodiaea	*Brodiaea matsonii*	1B.1	--/--	Yes	Not observed during field surveys. No anticipated impacts.
thread-leaved beardtongue	*Penstemon filiformis*	4.2	--/--	Yes	Not observed during field surveys. No anticipated impacts.
Tracy's collomia	*Collomia tracyi*	4.3	--/--	Yes	Not observed during field surveys. No anticipated impacts.

Howell's alkali grass (Puccinellia howellii)

Howell's alkali grass (*Puccinellia howellii)*, a monocot, is a perennial grass that is native and endemic to California. This rare plant has a CNPS listing of 1B.1 (rare, threatened, or endangered in CA and elsewhere). It is only found in the alkali springs and associated wetlands located between Willow Creek and SR 299 at approximately PM 7.84. This area is outside of the BSA; thus, this species would not be impacted by this project.

Animal Species

A query of the CDFW-California Natural Diversity Database (CNDDB) was conducted to see which animal species have known presence within the ESL. While this is current data, species are constantly moving, meaning that simply because a species was located in a specific area, it does not mean it remains there currently.

Hooved Animals

Black-tailed deer (*Odocoileus hemionus columbianus*)

Carnivores

Coyote (*Canis latrans*), Gray fox (*Urocyon cinereoargenteus*), Red fox (*Vulpes vulpes*), Mountain lion (*Puma concolor*), Bobcat (*Lynx rufus*), Striped skunk (*Mephitis mephitis*), Spotted skunk (*Spilogale putorius*), River otter *(Lutra canadensis*), Marten (*Martes americana)*, Pacific fisher (*Martes pennanti*), Ermine (*Mustela erminea*), Long-tailed weasel (*Mustela frenata*), Mink (*Mustela vison*), Badger (*Taxidea taxus*), Ringtail (*Bassariscus astutus*), Raccoon (*Procyon lotor*), and Black bear (*Ursus americanus*).

Insectivores

Northern water shrew (*Sorex palustris*), Trowbridge's shrew (*Sorex trowbridgii*), Vagrant shrew (*Sorex vagrans*), Shrew-mole (*Neurotrichus gibbsii*), and Northern broad-footed mole (*Scapanus latimanus*).

Bats

Mexican free-tailed bat (*Tadarida brasiliensis*), Pallid bat (*Antrozous pallidus*), Big brown bat (*Eptesicus fuscu*s), Silver-haired bat (*Lasionycteris noctivagans*), Red bat (*Lasiurus blossevilli*i), Hoary bat (*Lasiurus cinereus*), California myotis (*Myotis californicus*), Long-eared myotis (*Myotis evotis*), Little brown myotis (*Myotis lucifugus*), Fringed myotis (*Myotis thysanodes)*, Long-legged myotis (*Myotis volans*), Yuma myotis (*Myotis yumanensis*), and Pacific western big-eared bat *(Plecotus corynorhinus*).

Marsupials

Virginia opossum (*Didelphis virginiana*).

Rabbits and Hares

Black-tailed jack rabbit (*Lepus californicus*), and Brush rabbit (*Sylvilagus bachmani*).

Rodents

Squirrels, Gophers, and Beavers

Northern flying squirrel (*Glaucomys sabrinus*), Western gray squirrel (*Sciurus griseus*), California ground squirrel (*Spermophilus beecheyi),* yellow-pine chipmunk (*Tamias amoenus*), Allen's chipmunk (*Tamias senex*), Sonoma chipmunk (*Tamias sonomae*), Douglas' squirrel (*Tamiasciurus douglasii*), Botta's pocket gopher (*Thomomys bottae*), California kangaroo rat (*Dipodomys californicus*), and beaver (*Castor canadensis*).

Mice

House mouse (*Mus musculus*), bushy-tailed woodrat (*Neotoma cinerea*), dusky-footed woodrat (*Neotoma fuscipes*), Muskrat (*Ondatra zibethicus*), brush mouse (*Peromyscus boylii*), deer mouse (*Peromyscus maniculatus*), Pinyon mouse (*Peromyscus truei*), black rat (*Rattus rattus*), Western harvest mouse (*Reithrodontomys megalotis*), Western red-backed vole (*Clethrionomys californicus*), California vole (*Microtus californicus*), and long-tailed vole (*Microtus longicaudus*)

Porcupines

Porcupine (*Erethizon dorsatum*).

Threatened and Endangered Species

Studies were conducted for special status species potentially occurring within the project study limits. Table 4 below indicates those federal and state special status species which could potentially occur in the project Environmental Study Limits/Biological Study Area based on species lists received from the USFWS, NMFS and CDFW–California Natural Diversity Database.

Table 4. Special Status Species Potentially Occurring in the Project Environmental Study Limits and/or Biological Study Area

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Foothill yellow-legged frog–North Coast DPS	*Rana boylii (Pop. 1)*	--/SSC	Aquatic, Klamath/North Coast flowing waters, riparian forest, riparian scrub, riparian woodland.	Absent	There is no flowing water within the BSA that would provide habitat for breeding of Foothill yellow-legged frog. There is known habitat outside of the BSA at Whiskey Creek. No amphibian species were observed during field surveys. No anticipated impacts to this species.
Northwestern pond turtle	*Actinemys marmorata*	FPT/SSC	Northwestern pond turtles are primarily aquatic, inhabiting various water bodies such as ponds, lakes, rivers, streams, and wetlands, but also require terrestrial habitats for nesting and basking.	**Present**	When speaking about habitat for Northwestern pond turtle; there are different types that must be addressed. Their foraging, nesting, and basking habitats are not within the ESL. They do have potential to use the area within the project limits to travel. While the project limits have no foraging or nesting habitat for this species, they have been observed moving through areas of the BSA. To avoid impacts, a biological monitor will be provided to prevent any impacts to this species. No anticipated impacts to this species.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Pacific tailed frog	*Ascaphus truei*	--/SSC	Aquatic, Klamath/North Coast flowing waters, lower montane coniferous forest, North Coast coniferous forest, redwood forest, riparian forest.	Absent	This species prefers cold, fast-flowing water for breeding and riparian habitat with plentiful cover for foraging. While there is water within the BSA, it is not flowing. They have not been observed in the area, which is outside of their typical habitat range; thus are not likely to be inhabiting areas within the ESL. No anticipated impacts to this species.
Shasta salamander	*Hydromantes shastae*	--/ST	Cismontane woodland, limestone.	**Present**	The Shasta salamander has had many observations in and around Shasta Lake. Whiskeytown does have potential habitat, but none were observed within the BSA. The ESL does not have the habitat for this species. It prefers moist areas with canopy cover like mixed woodlands with rock. No anticipated impacts to this species.
Bald eagle	*Haliaeetus leucocephalus*	--/SE, FP	Lower montane coniferous forest, old growth.	**Present**	This species inhabits areas all around Whiskeytown. The species was observed during surveys but has not been seen nesting within the ESL. After speaking with the National Park Service- Whiskeytown National Recreation Area (NPSWNRA), Caltrans was informed that the bald eagles that nest in the park have been observed using a nest outside the BSA of our project. While Caltrans may be working within their foraging habitat, it would not be disrupting the nest.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
					No anticipated impacts to this species.
California condor	*Gymnogyps*	FE/SE, FP	California condors inhabit a wide range of habitats, including rocky, open-country scrubland, coniferous forests, and oak savannas, primarily in mountainous regions of southern and central California, Arizona, and Baja California, Mexico. They nest in cliff caves, rocky outcrops, or large trees.	Absent	The California condor was extinct in the wild until reintroduction took place. Because the relocation areas are not anywhere near this project area, and our ESL lacks the preferred habitat for this species, presence is unlikely. No anticipated impacts to this species.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Golden eagle	*Aquila chrysaetos*	--/FP	Golden eagles can be found from the tundra, through grasslands, intermittent forested habitat and woodland-brushlands, and south to arid deserts and canyonlands. They're typically found in open country in the vicinity of hills, cliffs and bluffs	**Present**	No golden eagles were observed during field surveys. This species is typically found in arid environments with hills and cliffs for foraging and nesting habitat. Organisms may be present for hunting or moving through the BSA. A biological monitor for birds and raptors will be provided for this project to ensure this species is not present or impacted by the work being done. No anticipated impacts to this species.
Northern spotted owl	*Strix occidentalis caurina*	FT/ST	Inhabits structurally complex, old-growth forests, primarily found in southwestern British Columbia, Washington, Oregon, and northern California.	Absent	Northern spotted owl live specifically in old-growth forests. The project area does not have any old-growth forests within the BSA. The nearest nest is approximately 2.26 miles away from the BSA. Due to the lack of habitat and the distance from the nearest known CNDDB activity center for spotted owls, no impacts are anticipated to this species.
Yellow-billed cuckoo	*Coccyzus americanus*	FT/SE	Yellow-billed cuckoos favor dense, leafy, riparian woodlands and thickets, including areas with cottonwoods and willows, but also find suitable habitat in overgrown orchards and pastures.	Absent	The habitat for this species is woodlands and riparian. Because the habitat within the ESL lacks both riparian and woodlands, it is not likely this species would be present. They were not observed during field surveys. No anticipated impacts to this species.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Chinook salmon–Central Valley Spring Run (CVSR) ESU	*Oncorhynchus tshawytscha (Pop. 11)*	FT/ST	The Central Valley Spring-Run Chinook Salmon Evolutionarily Significant Unit (ESU) habitat primarily consists of the Sacramento River and its tributaries, including Butte, Mill, Deer, Antelope, and Beegum creeks, where remnant wild populations remain, and the Sacramento-San Joaquin Delta, where juveniles may rear.	**Present**	Salmon species have previously been stocked in Whiskeytown for fishing, but not since 2008. Because the dam creates a barrier, they are not currently likely to be inhabiting the lake. No anticipated impacts to this species.
Chinook salmon–Sacramento River Winter Run (SRWR)	*Oncorhynchus tshawytscha (Pop. 7)*	FE/SE	Encompasses the Sacramento River from Keswick Dam to Chipps Island, and all waters westward from Chipps Island, including Honker Bay, Grizzly Bay, Suisun Bay, and Carquinez Strait.	**Present**	Salmon species have previously been stocked in Whiskeytown for fishing, but not since 2008. Because the dam creates a barrier, they are not currently likely to be inhabiting the lake. No anticipated impacts to this species.
Green sturgeon–southern DPS	*Acipenser medirostris (Pop. 1)*	FT/SSC	Aquatic, estuary, marine bay, Sacramento/San Joaquin flowing waters.	Absent	Because the dam creates a barrier, they are not currently likely to be inhabiting the lake. This species is not known to inhabit Whiskeytown Lake. No anticipated impacts to this species.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Hardhead minnow	*Mylopharodon conocephalus*	--/SSC	Hardhead habitat includes deep pools over rocky and sandy substrates in small to large rivers. It prefers relatively undisturbed conditions and normally can be found in larger streams at low and mid-elevation.	**Present**	This is a freshwater fish species found in California. It is a CDFW Species Of Special Concern and does inhabit Whiskeytown Lake. Standard Measures are being taken to ensure this species is not impacted as a result of this project. No anticipated impacts to this species.
Pacific lamprey	*Lampetra tridentata*	--/SSC	This species is anadromous, meaning they are born in freshwater streams then migrate to the sea or ocean and return to freshwater streams to spawn	**Present**	This species, being anadromous makes it unlikely that it resides in Whiskeytown Lake. While there may be habitat present, because the lake has a dam this species is unlikely to be within the BSA. No anticipated impacts to this species.
Steelhead–Central Valley (CCV) DPS	*Oncorhynchus mykiss irideus (Pop. 11)*	FT/SSC	Aquatic, Sacramento/San Joaquin flowing waters.	Absent	Due to the dam that maintains Whiskeytown Lake, fully aquatic species are unable to travel to the ocean. Because of this limitation, there is no potential for steelhead to inhabit the lake. No anticipated impacts to this species.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Fisher	*Pekania pennanti*	--/SSC	North Coast coniferous forest, old-growth forest, riparian forest.	Absent	Fishers inhabit continuous forests, which is not within our ESL. This species typically stays away from more inhabited areas for denning. There is no old-growth forest within the BSA. No anticipated impacts to this species.
Pallid bat	*Antrozous pallidus*	--/SSC	Chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland ,Sonoran desert scrub, upper montane coniferous forest, valley and foothill grassland.	**Present**	Although various bat species may be present in the area, no evidence was found indicating that the bridge is used as a roosting site. Additionally, the Environmental Study Limits (ESL) lacks the characteristic riparian habitat and vegetation typically associated with these species. No anticipated impacts to this species.
Townsend's big-eared bat	*Corynorhinus townsendii*	--/SSC	Broadleaved upland forest, chaparral, chenopod scrub, Great Basin grassland, Great Basin scrub, Joshua tree woodland, lower montane coniferous forest, meadow and seep, Mojavean desert scrub, riparian forest, riparian woodland, Sonoran desert scrub, Sonoran thorn woodland, upper montane coniferous forest, valley and foothill grassland.	**Present**	Although various bat species may be present in the area, no evidence was found indicating that the bridge is used as a roosting site. Additionally, the Environmental Study Limits (ESL) lack the characteristic riparian habitat and vegetation typically associated with these species. No anticipated impacts to this species.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Western red bat	*Lasiurus frantzii*	--/SSC	Cismontane woodland, lower montane coniferous forest, riparian forest, riparian woodland.	**Present**	Although various bat species may be present in the area, no evidence was found indicating that the bridge is used as a roosting site. Additionally, the Environmental Study Limits (ESL) lacks the characteristic riparian habitat and vegetation typically associated with these species. No anticipated impacts to this species.
Monarch butterfly	*Danaus plexippus*	FPT/--	Monarch butterfly habitats primarily consist of prairies, meadows, grasslands, and roadsides across North America, where they rely on milkweed (host plant) for their caterpillars and nectar-rich flowers for the adults.	**Present**	There are prairies and meadows near the BSA; however, none were observed within the BSA. The area within the ESL does not contain the habitat for this species. The host plant, milkweed, is important for monarchs. No milkweed has been observed within the ESL. No anticipated impacts to this species.
Suckley's cuckoo bumble bee	*Bombus suckleyi*	FPT/SCE	Suckley's cuckoo bumble bee (*Bombus suckleyi*) is a parasitic bee species found throughout northern North America in prairies, grasslands, and meadows.	**Present**	The habitat for this species, is not found within the ESL. There are grasslands, prairies and meadows around the BSA. Organisms may use the BSA as a traveling corridor to reach desired habitat. No anticipated impacts to this species.
Conservancy fairy shrimp	*Branchinecta conservatio*	FE/--	Conservancy fairy shrimp are extremely rare and only found in California's Central Valley. They mostly live in relatively large, turbid freshwater vernal pools called playa pools.	Absent	No vernal pools, which is a specific type of habitat required for this species, were identified within the ESL. No anticipated impacts to this species.

Common Name	*Scientific Name*	Federal/State[1] Listing Status	General Habitat Description	Habitat[2] Present/ Absent	Rationale
Vernal pool fairy shrimp	*Branchinecta lynchi*	FT/--	Inhabits vernal pools from Shasta County, California, south through the Central Valley to Tulare County and along the central coast range from northern Solano County to San Benito County, California, as well as four additional populations in southern California.	Absent	No vernal pools, which is a specific type of habitat required for this species, were identified within the ESL. No anticipated impacts to this species.
Vernal pool tadpole shrimp	*Lepidurus packardi*	FE/--	Vernal pool tadpole shrimp (*Lepidurus packardi*) are a California endemic species that inhabit seasonal, ephemeral freshwater habitats, primarily vernal pools and other temporary water bodies in the Central Valley and surrounding areas	Absent	No vernal pools, which is a specific type of habitat required for this species, were identified within the ESL. No anticipated impacts to this species.

Listing Status

[1]**Federal:** Federal Endangered (FE); Federal Threatened (FT); Federal Proposed (FP, FPE, FPT); Federal Candidate (FC)

State: State Endangered (SE); State Threatened (ST); Fully Protected (FP); State Rare (SR); State Species of Special Concern (SSC)

[2]**Habitat:** Absent = no habitat present and no further work needed.

Present =- the species is present.

Critical Habitat [CH] - project footprint is located within a designated critical habitat unit but does not necessarily mean that appropriate habitat is present.



Bald eagles (*Haliaetus leucocephalus*) are a state threatened species and a fully protected species, and have been observed within the BSA of the project. Because the National Park Service- Whiskeytown National Recreation Area (NPSWNRA) actively tracks this species within the park range, it is known that there are no nesting locations being used within the ESL. There is a nest approximately 417 yards from the ESL that has been used by eagles in the past. Recent observations discovered that the nest partially fell and is now being used by a pair of Osprey (*Pandion haliaetus*). Loud project work, including pile driving or the potential use of blasting, could have an impact on nesting raptors. Consultation with the NPS and compliance with Caltrans Standard Measures and Best Management Practices (Section 1.4), including having a qualified biologist conduct preconstruction surveys and monitoring present species during loud project work, would ensure the project would have no impact on either species.

According to NMFS, critical habitat for CVSR Chinook salmon and CCV steelhead is within the project limits. However, neither species is present in Whiskeytown Lake as they are unable to access the ocean as the Clair A. Hill Whiskeytown Dam creates a barrier, which impacts fish species' ability to maneuver. Impacts from this project are not anticipated to be a detriment to either of these species or their critical habitat.

Environmentally Sensitive Areas

Alkali seeps are wetland habitats characterized by groundwater seepage, often at the base of slopes or in coves, where water table fluctuations and high salt content create a unique ecosystem. They are particularly common in areas with impermeable soil layers, such as clay or caliche, that prevent water from draining away. This ESA was not observed during field surveys. There is no groundwater seepage within our ESL. There are no anticipated impacts to this environmentally sensitive area.

Invasive Species

There are known invasive species within the ESL of the project: Scotch broom (*Cytisus scoparius*), yellow starthistle (*Centaurea solstitialis*), Himalayan blackberry (*Rubus armeniacus*), and tree of heaven (*Ailanthus altissima*). Caltrans Standard Measures and Best Management Plans (Section 1.4) would reduce the risk of spreading invasive species to and from the project site.

Discussion of CEQA Environmental Checklist Question 2.4b)—Biological Resources

b) Would the project 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?

Sensitive Natural Communities

NO IMPACT. The project would not impact any sensitive habitats or natural communities of concern. A screening of the BSA and surrounding area found that an alkali seep is located west of the project by roughly three miles. The location is far from the construction area of the project and thus would not be impacted by this project.

Discussion of CEQA Environmental Checklist Question 2.4c)—Biological Resources

c) Would the project 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?

Wetlands and Other Waters

NO IMPACT. Based on the current scope of work, there are no anticipated impacts to riparian or wetland habitats as there are no wetlands or seeps within the project ESL. The “National Wetlands Inventory” map (Caltrans 2025f) shows there are no areas of concern within the BSA besides Whiskeytown Lake itself. Whiskeytown Lake is a large water source, as well as streams that feed it, which creates a lot of riparian habitat along the water’s edge. The Whiskey Creek Bridge extends from a man-made peninsula which consists of imported soil and rock. Because this area consists mostly of large rocks, there is no habitat for wetland plant species.

There is no consistent riparian habitat within the ESL that would be impacted as a result of the proposed project.

Discussion of CEQA Environmental Checklist Question 2.4d)—Biological Resources

d) Would the project 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?

Animal Species

NO IMPACT. Project construction would not create any potential barrier to fish passage, as this project does not have any potential barriers to fish passage. The bridge work being completed would be primarily on the deck and above the ordinary high water mark (OHWM). Caltrans Standard Measures and Best Management Plans (Section 1.4) would ensure fish species would not be impacted by construction and would be able to move freely in and around the project location.

The habitat connectivity of the surrounding area would not be impacted by the project. The Clair A. Hill Whiskeytown Dam creates a barrier, which impacts fish species' ability to maneuver. There is essential fish habitat within the BSA for Chinook salmon, but because of the dam blocking waterways to the ocean, they are not present in Whiskeytown Lake. The dam prevents Whiskeytown Lake from being habitat for this species.

Because the project work would primarily occur on the bridge that crosses the lake, connectivity already has natural barriers. According to the CDFW Habitat Connectivity data, the project area is categorized as a 3 out of 5. Category 1 is "Limited connectivity opportunity" and 5 is "Irreplaceable and essential corridors." The project would be constructed in the "Connections with implementation flexibility."

Discussion of CEQA Environmental Checklist Question 2.4e)—Biological Resources

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

NO IMPACT. The proposed project would comply with local policies, ordinances, rules, and regulations to ensure biological species would be protected. Whiskeytown

National Park does not have a public Heritage Tree Program, and the project work would not impact any biological resources that are protected by local policies.

Discussion of CEQA Environmental Checklist Question 2.4f)—Biological Resources

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Sensitive Natural Communities

NO IMPACT. The proposed project falls under the jurisdiction of National Park Service- Whiskeytown National Recreation Area and would comply with all federal, state, regional, and local conservation plans. There are no CEQA significant impacts for this project that would require mitigation. This project would require a 401 permit from the Central Valley Regional Water Quality Control Board (CVRWQCB) and a 404 permit from the U.S. Army Corps of Engineers.

On April 15, 2025, California Department of Fish and Wildlife (CDFW) and Caltrans project biologists met at the project site to discuss potential impacts. CDFW determined a Lake and Streambed Agreement (LSAA) 1600 permit was not required due to little to no riparian habitat present within the project footprint.

Given the determinations above, the project would have no impact on Biological Resources.

2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	No	Yes	No	No
Would the project: b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	No	No	No	Yes
Would the project: c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No	No	No	Yes

Regulatory Setting

The term "cultural resources," as used in this document, refers to the built environment (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under California state laws, cultural resources that meet certain criteria of significance are referred to by various terms including *archaeological resources, historic resources, historic districts, historical landmarks, and tribal cultural resources* as defined in PRC § 5020.1(j) and PRC § 21074(a). The primary state laws and regulations governing cultural resources include:

- California Historical Resources–PRC § 5020 et seq.
  - California Register of Historical Resources (CRHR)–PRC § 5024 et seq. (codified 14 CCR § 4850 et seq.)
  - PRC § 5024, Memorandum of Understanding (MOU): The MOU between Caltrans and the State Historic Preservation Officer streamlines the PRC § 5024 process.
- CEQA –PRC § 21000 et seq. (codified 14 CCR § 15000 et seq.)

- Native American Historic Resource Protection Act–PRC § 5097 et seq.
- Assembly Bill (AB) 52, amends CEQA and the Native American Historic Resource Protection Act:
    - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC § 21074(a), is a project that may have a significant effect on the environment
    - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act–California Health and Safety Code §§ 8010-8011

Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are outlined in a Memorandum of Understanding (MOU)[1] between the California Department of Transportation and SHPO, effective January 1, 2015. For most federal-aid projects on the State Highway System, compliance with the Section 106 Programmatic Agreement will satisfy the requirements of PRC Section 5024.

Affected Environment

The Area of Potential Effect (APE) for the undertaking was established as the bridge superstructure and the approaches leading up to the bridge. The APE encompasses all the areas subject to proposed ground disturbance and modification related to the bridge replacement activities, as well as anticipated staging areas, access roads, and work pads.

[1] The MOU is located on the SER at https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/mous-moas-agreements.

The Whiskey Creek Bridge was part of the SR 299 realignment related to the creation of Whiskeytown Lake. “The bridge was constructed in 1961 during a period of rapid development for the California statewide highway network overall, which in turn elevated the demand for economical designs such as was employed on the Whiskey Creek Bridge,” (McMorris 2025:11) (Caltrans 2025j). Designed by Roger D. Sunbury with input from welding technologist Paul G. Jonas, the three-span steel-and-concrete plate girder bridge featured a record-breaking 350-foot center span—the longest of its kind in California at the time.

The Caltrans project archaeologist and architectural historian prepared a Historic Property Survey Report (HPSR) (Caltrans 2025j), dated May 8, 2025. Under Task Order 5 (Contract No. 03A3692), JRP Historical Consulting, LLC prepared a Historical Resources Evaluation Report (HRER) dated May 2025 (Caltrans 2025j). The HRER provided an updated evaluation for the Whiskey Creek Bridge and determined that the bridge was no longer eligible for listing in the NRHP under Criterion C. The State Historic Preservation Officer (SHPO) did not concur with this re-evaluation (Letter No. FHWA-CATRA_2025_0509_001). Subsequently, Caltrans project archaeologist and architectural historian prepared another HPSR, dated August 12, 2025 (Caltrans 2025m), to communicate a Finding of Adverse Effect for the removal of the NRHP-eligible Whiskey Creek Bridge. SHPO concurred with the HPSR and Finding of Effect on September 23, 2025 (Letter No. FHWA-CATRA_2025_0509_001). Pursuant to Section 106, Caltrans is actively coordinating with the National Park Service- Whiskeytown National Recreation Area, and the SHPO in preparing a Memorandum of Agreement (MOA) to mitigate the adverse effects.

Environmental Consequences

With the proposed project’s scope, a new bridge superstructure would be constructed on the bridge’s existing bents and abutments immediately south of, and parallel to, the existing structure. During construction, SR 299 would stay open to allow one lane through traffic. The removal of the historic bridge’s superstructure, including the mixed-steel allow beams and welds for which it was found NRHP-eligible, constitutes a “use” of the historic bridge under the terms of the Programmatic Section 4(f) and a significant adverse effect under Section 106.

Avoidance, Minimization and Mitigation Measures

To mitigate the adverse effects of the impacts of the proposed project, Caltrans has drafted a Memorandum of Agreement (MOA) pursuant to Section 106 in coordination with the National Park Service-Whiskeytown National Recreation Area (NPSWNRA) and the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), and the SHPO. The MOA specifies mitigation commitments, which include:

- Preparation of a permanent record of the Whiskey Creek Bridge in accordance with Historic American Engineering Record standards (e.g., Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER)).
- Installation of three permanent interpretive display panels mounted within a suitable framework for weather protection at publicly accessible sites in close visual proximity to the new Whiskey Creek Bridge crossing. The displays will be located at the Whiskey Creek Picnic Area, the Brandy Creek Beach and Marina, and at the parking area and vista point established by the Undertaking in the Caltrans Right of Way near PM 14.52 on SR 299 in Shasta County. The displays will feature photographs, a line drawing of the bridge, a brief history, a description of its engineering features, and its significance. The panel may also include a website link to a Caltrans or National Park Service-Whiskeytown National Recreation Area webpage with additional information and a documentary.
- Production of a 5–10 minute film by Caltrans District 2 or their consultant, in coordination with the National Park Service- Whiskeytown National Recreation Area (NPSWNR), documenting the bridge’s construction, engineering, and role in Shasta County history.

While the SHPO does not recognize design elements as mitigation, consultation with the NPSWNR and tribal representatives resulted in the identification of two tribal patterns that will be incorporated into the final bridge design.

Discussion of CEQA Environmental Checklist Question 2.5—Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The historic bridge that is eligible for listing under the NRHP would be dismantled and replaced with a new bridge superstructure. Mitigation will be agreed upon by the SHPO, signatory, and concurring parties of the MOA, and will be fulfilled to address the bridge's demolition.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

NO IMPACT. There are no archaeological resources within the project limits that would be impacted by the proposed project.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

NO IMPACT. There are no known human remains within the project limits. Caltrans Standard Measures and Best Management Practices would require work to stop and the appropriate specialists would be contacted in the event that any unknown human remains were discovered during work.

2.6 Energy

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No	No	No	Yes
Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No	No	No	Yes ✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the "Energy Analysis for the Whiskey Creek Bridge Emergency Repair Project" dated August 13, 2025 (Caltrans 2025d).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.6—Energy

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

NO IMPACT. Construction is expected to begin in 2025 and last 520 working days. Construction of the proposed project would primarily consume diesel and gasoline through operation of heavy duty construction equipment, material deliveries, and debris hauling. The proposed project construction is estimated to result in the total short-term diesel consumption of 39,678 gallons and total gasoline consumption of 12,976 gallons. This represents a small demand on local and regional energy consumption, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand. The project would not result in an inefficient, wasteful, or unnecessary consumption of energy (Caltrans 2025d).

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

NO IMPACT. The project would not obstruct a state or local plan for renewable energy or energy efficiency due to the limited scope of the project impacting energy efficiency and the temporary nature of the impacts on energy resources.

Given the determinations above, the project would have no impact on Energy.

2.7 Geology and Soils

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: 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 Publication 42.	No	No	No	Yes
ii) Strong seismic ground shaking?	No	No	No	Yes
iii) Seismic-related ground failure, including liquefaction?	No	No	No	Yes
iv) Landslides?	No	No	No	Yes
Would the project: b) Result in substantial soil erosion or the loss of topsoil?	No	No	No	Yes
Would the project: c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No	No	No	Yes
Would the project: d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No	No	No	Yes

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No	No	No	Yes
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Department of Conservation's California Geological Survey website review of Geological Map of California, Ground Motion Hazard Map and Fault Activity Map (Department of Conservation 2025c, 2025d, 2025e).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Questions 2.7a-e)—Geology and Soils

a) Would the project 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 Publication 42.

NO IMPACT. The project is not located within an Alquist-Priolo Earthquake Fault Zone or 100 feet of any unzoned Holocene fault. Therefore, it is not considered susceptible to surface fault rupture hazards (Caltrans 2025e).

ii) Strong seismic ground shaking?

NO IMPACT. Seismic slope stability analyses were performed for both the proposed cut and fill sections to evaluate the overall stability of the slopes. The minimum factor of safety of the embankment fill and cut slopes met the minimum highway embankment requirements (Caltrans 2025e). The project would not directly or indirectly cause potential substantial adverse effects relating to strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

NO IMPACT. Based on the project location and scope of work, the project would not directly or indirectly cause potential adverse effects including the risk of loss, injury, or death involving seismic related ground failure, including liquefaction.

iv) Landslides?

NO IMPACT. The project takes place mostly over Whiskeytown Lake with no topography that would be likely to have a landslide. One hillside on the southern slope of the eastbound lane in the project area would be modified to make room for the new bridge footprint; however, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

b) Would the project result in substantial soil erosion or the loss of topsoil?

NO IMPACT. There would be minimal top soil disturbance with the project scope. The majority of the new bridge structure would be placed on trestles and already disturbed soil areas. One hillside on the southern slope of the eastbound lane would be altered to accommodate the new bridge footprint, and Caltrans Standard Measures and Best Management Practices (Section 1.4) for erosion control would be implemented to ensure there would be no substantial soil erosion or loss of topsoil.

***c*) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

NO IMPACT. Considering site topography, the absence of slides in the surrounding area (Department of Conservation 2025c), and with implementation of Caltrans Standard Measure GS-1 (Section 1.4), the project would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Thus, there would be no impact.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

NO IMPACT. Placement of the new bridge would take place on a man-made peninsula and existing concrete supports for the remainder of the bridge. Road rehabilitation would primarily occur within the existing road prism, which is constructed on fill and overtopped with pavement (i.e., impervious surface). Based on the above information, the proposed project would not create substantial risks to life or property.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

NO IMPACT. The proposed project does not include the installation or use of alternative wastewater disposal systems; therefore, there would be no impact.

Discussion of CEQA Environmental Checklist Question 2.9f)—Paleontological Resources

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

NO IMPACT. By following Caltrans Standard Measures and Best Management Practices (Section 1.4), the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Given the determinations above, the project would have no impact on Geology and Soil.

2.8 Greenhouse Gas Emissions

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No	No	Yes	No
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No	No	Yes	No

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to GHG emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing

storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

FEDERAL

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In May 2024, the White House Council on Environmental Quality (CEQ) issued the National Environmental Policy Act Implementing Regulations Revisions Phase 2 (89 Fed. Reg. 35442). The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify greenhouse gas emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— "the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy standards for on-road motor vehicles sold in the United States (NHTSA 2022). The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

STATE

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies.

The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state’s GHG reduction goals.

Affected Environment

The proposed project is in a rural area, with a primarily natural-resources based agricultural and tourism economy. SR 299 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR 36, approximately 30 miles to the south. The Shasta Regional Transportation Agency guides transportation development in the project area.

GHG INVENTORIES

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the CARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15 percent of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17 percent below 2005 levels, they increased by 1 percent over 2021 levels. Of these, 80 percent were CO_2, 11 percent were CH_4, and 6 percent were N_2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO_2 emissions decreased by only 2 percent (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28 percent in 2022 and continues to be the largest contributing sector (Figure 4). Transportation activities accounted for 37 percent of U.S. CO2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5 percent from 2021 (U.S. EPA 2024a, 2024b)).

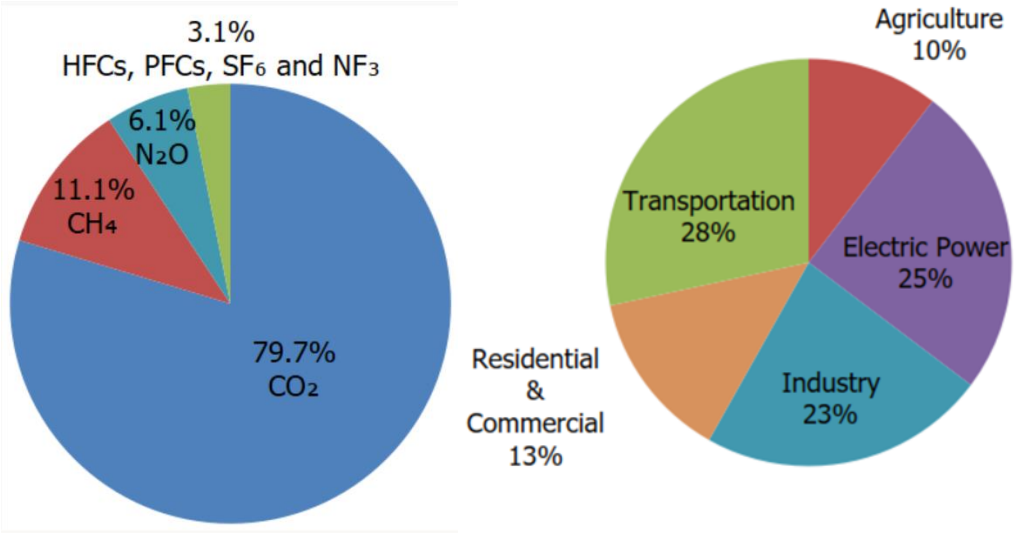


Figure 4. U.S. 2022 Greenhouse Gas Emissions

(Source: U.S. EPA 2024b)

STATE GHG INVENTORY

CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 5). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 4) (CARB 2023).

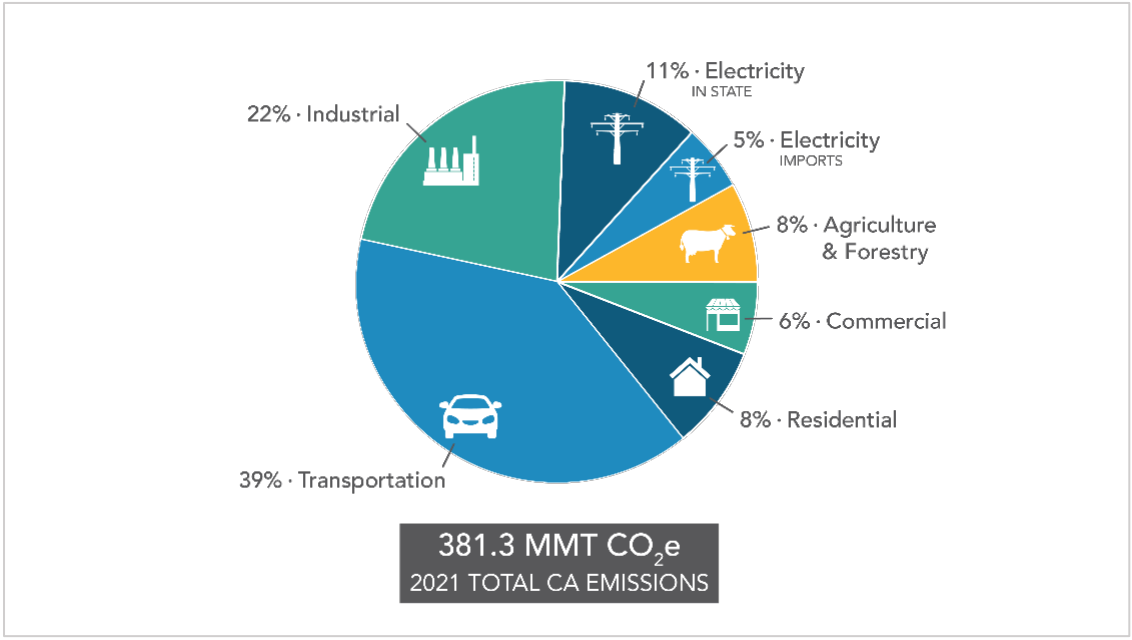


Figure 5. California 2021 Greenhouse Gas Emissions by Economic Sector

(Source: CARB 2021)

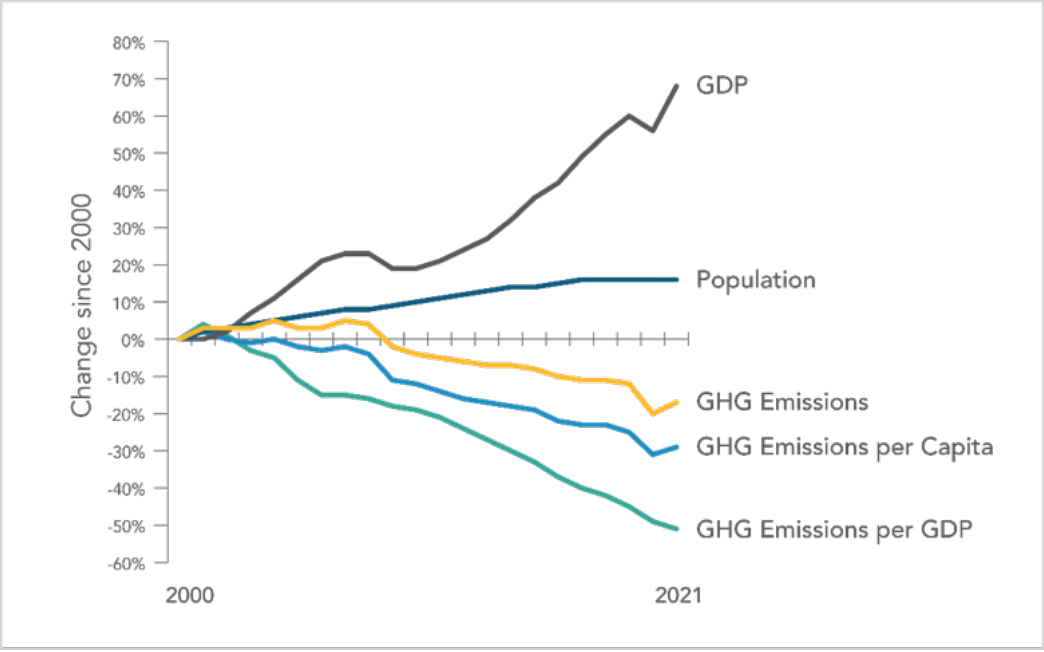


Figure 6. Change in California GDP, Population, and GHG Emissions since 2000

(Source: CARB 2021)

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan, and the subsequent updates, contain the main strategies California will use to reduce GHG emissions. CARB adopted the first scoping plan in 2008 (CARB 2008). The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The 2022 Scoping Plan for Achieving Carbon Neutrality, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (CARB 2022a).

REGIONAL PLANS

As required by The Sustainable Communities and Climate Protection Act of 2008, the CARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for the Shasta County Regional Transportation Agency (the area's Regional Transportation Planning Agency (RTPA)). The regional reduction target for Shasta County RTA is -4 percent by 2035 (CARB 2021).

The Shasta County 2022 Regional Transportation Plan & Sustainable Communities Strategy for the Shasta Region, adopted December 14, 2023, includes strategies and goals aimed specifically at reducing greenhouse gas emissions (Table 5).

Table 5. Shasta County Greenhouse Gas Emission Reduction Goals

Title	GHG Reduction Policies or Strategies
Shasta County Regional Transportation Agency 2022 (County of Shasta 2023)	Potential Strategies: • Population and employment shift to Strategic Growth Areas and Increased Residential Densities to Strategic Growth Areas • Increase public transportation frequency on select routes • Accelerate delivery of active transportation investments • Improve bus stops • Implement GoShasta Regional Active Transportation Plan • Accelerate utilization of regional Zero-Emission Vehicle Charging Infrastructure • Accelerate car sharing in traffic analysis zones that have sufficient residential densities to support car sharing • Implement planned bike and scooter share programs
Shasta County Bicycle Transportation Plan (County of Shasta 2019b)	Commuting Goal • Strive for a 5% increase in bicycle commuters in Shasta County by 2020 by encouraging bicycling for reasons of reducing traffic congestion, energy conservation, air quality, reducing of greenhouse gas emissions, health, economy and employment.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

For Non-Capacity-Increasing Projects

The purpose of the proposed project is to replace the Whiskey Creek Bridge and would not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 299, no increase in

vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved transportation management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A and 7 1.02C, Emissions Reduction, require contractors comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations (such as equipment idling restrictions) that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the proposed project would result in GHG emissions during construction, it is anticipated the project would not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. With implementation of construction GHG reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (CARB 2022b).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research (OPR) identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT).

Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests,

rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released Natural and Working Lands Climate Smart Strategy (California Natural Resources Agency 2022).

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan For Transportation Infrastructure

The *California Action Plan for Transportation Infrastructure* (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible

transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The Caltrans 2020–2024 Strategic Plan includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives And Other Initiates

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. Caltrans Greenhouse Gas Emissions and Mitigation Report (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Caltrans-controlled emission sources, in support of Caltrans and state goals.

Project-Level Greenhouse Gas Reduction Strategies

The following measures could also be implemented to reduce GHG emissions and potential climate change impacts from the project.

- The construction contractor must comply with the 2024 Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the Shasta County Air Quality Management District regulations and local ordinances.
- Compliance with Title 13 of the California Code of Regulations, which includes idling restrictions of construction vehicles and equipment to no more than 5 minutes.
- Caltrans 2024 Standard Specification 7-1.02C "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by CARB.
- Utilize a Transportation Management Plan to minimize vehicle delays.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Alternative fuels, such as renewable diesel, should be used for construction equipment.
- Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.
- Schedule truck trips outside of peak morning and evening commute hours.
- Reduce construction waste and maximize the use of recycled materials (reduces consumption of raw materials, reduces landfill waste, and encourages cost savings).
- Encourage improved fuel efficiency from construction equipment.
- Maintain equipment in proper tune and working condition.
- Use right size equipment for the job.
- Use equipment with new technologies.

- Apply Construction Environmental Training: Supplement existing training with information regarding methods to reduce GHG emissions related to construction.

Adaptation Strategies

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

FEDERAL EFFORTS

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The Fifth National Climate Assessment, published in 2023, presents the most recent science and "analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years … to support informed decision-making across the United States." Building on previous assessments, it continues to advance "an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate" (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector's major contribution of GHGs that cause climate change and has made climate action one of the department's top priorities (U.S. DOT 2023). FHWA's policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration (NOAA) provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

STATE EFFORTS

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding.

The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change. To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the *2009 California Climate Adaptation Strategy*, the *Safeguarding California Plan*, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the Natural and Working Lands Climate Smart Strategy, Wildfire and Forest Resilience Action Plan, Water Resilience Portfolio, and the CAPTI (described above). Priorities in the 2023 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to “anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.” As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director’s Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor’s sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023c).

Project Adaptation Effort

Sea Level Rise

The proposed project is outside the Coastal Zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected.

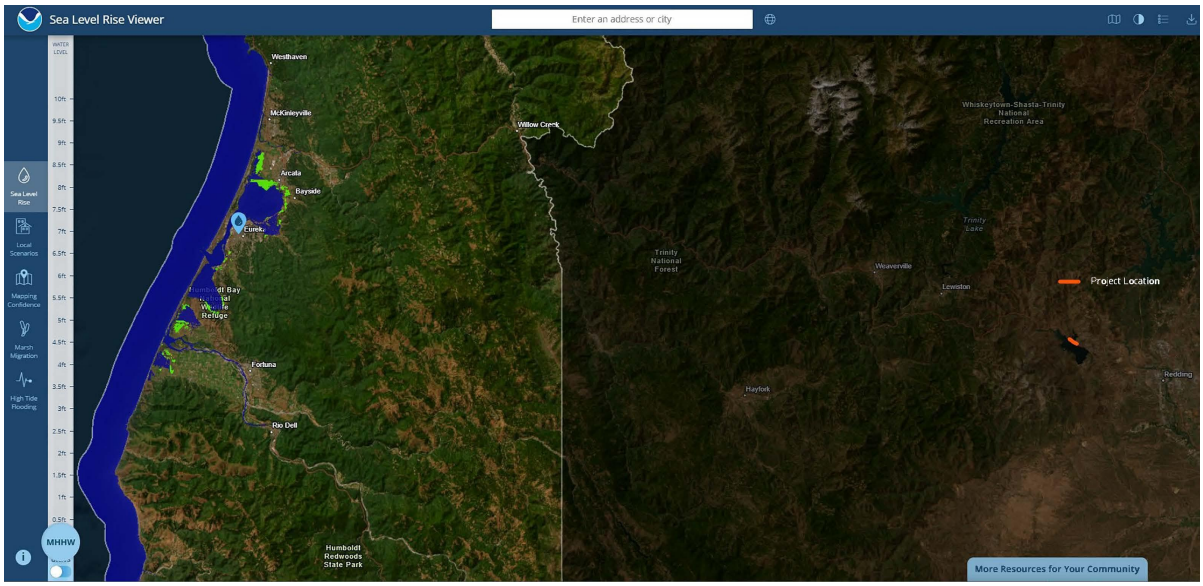


Figure 7. Sea Level Rise

Precipitation and Flooding

It is known that changes in precipitation scenarios under future climate conditions include more-extreme precipitation events and more precipitation falling as rain than snow, depending on geographic location. These factors and others (such as land use changes) that increase impervious surface in the watershed can affect flood magnitude and frequency.

The project site lies within the floodplain of the adjacent Whiskeytown Lake and is within the Federal Emergency Management Agency (FEMA) mapped area shown on the FIRMette and is classified within a flood hazard zone (FIRM Panels: 06089C1200G). The project location is located within Zone A, a Special Flood Hazard Area with a determined Base Flood Elevation or depth.

This project is not anticipated to have significant impacts to the floodplain given the large floodplain area relative to the project area and scope.

The project work consists of replacing the Whiskey Creek Bridge, which crosses over the Base Flood Elevation. The proposed project would improve existing storm drain facilities to better protect the roadway from flooding during rain events.

Wildfire

According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone mapping tool (CAL FIRE 2025) the project limits are within a State Responsibility Area (SRA) served by CAL FIRE . Project limits occurring within the SRA are classified as *Very High* Fire Hazard Severity Zones (FHSZ) according to the CAL FIRE FHSZ Viewer accessed on September 15, 2025 (Figure 7).

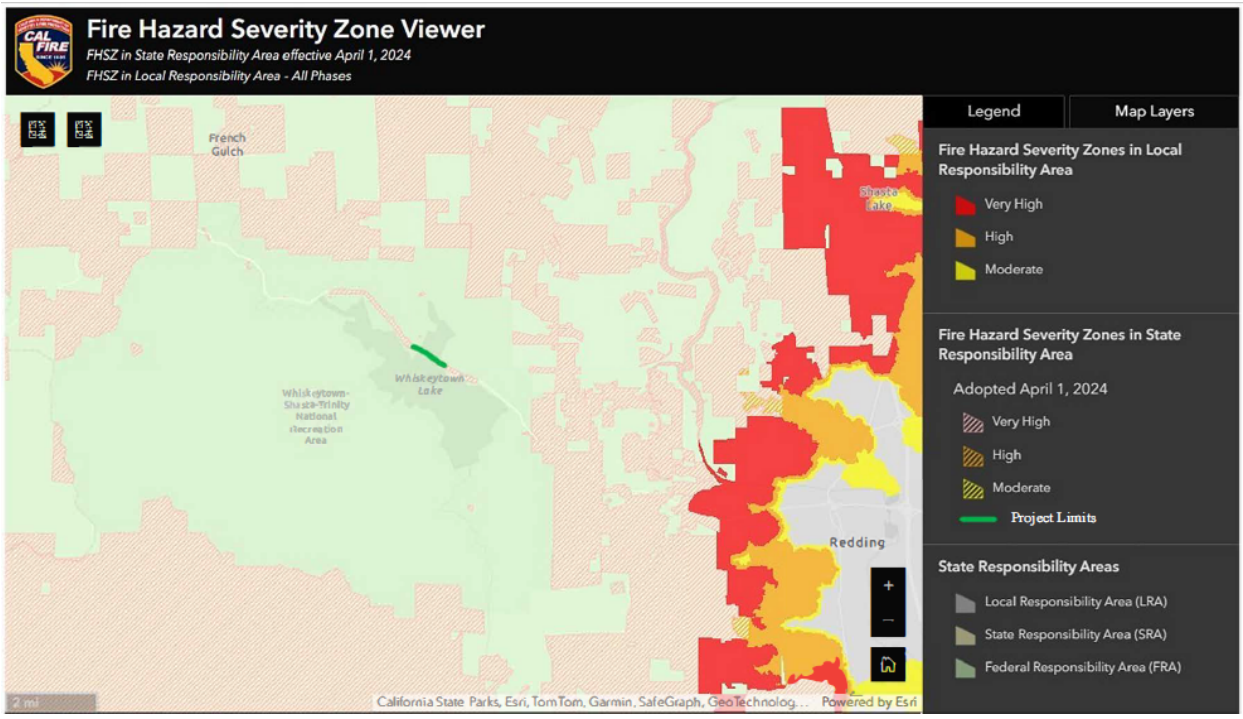


Figure 8. CAL FIRE Fire Hazard Severity Zone Map

Although work is proposed in a *Very High* FHSZ, project elements would assist in building a wildfire resilient highway system. The project would incorporate fire hardening components into the project scope including the following installation and upgrades:

- Replacement of bridge with nonflammable materials
- Install steel post Midwest Guardrail System (MGS)
- Minor concrete vegetation control under guardrail areas
- Clearing and/or trimming of certain natural vegetation and roadside weedy annuals (vegetation removal)
- Removal of weeds and/or annual vegetation within and around culverts, which are potentially combustible in dry months

Temperature

The *District 2 Climate Change Vulnerability Assessment* indicates temperature changes during the project's design life that would require adaptive changes in pavement design and maintenance practices (Caltrans 2018). Within the project limits, the 7-day average maximum temperatures are expected to rise by as much as 5.9 degrees Fahrenheit by 2055 and by up to 9.9 degrees Fahrenheit by 2085. Considerations will be given to rising average temperatures when choosing an asphalt binder.

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes
Would the project: c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No	No	No	Yes
Would the project: 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 it create a significant hazard to the public or the environment?	No	No	No	Yes
Would the project: e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No	No	No	Yes

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No	No	No	Yes
Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Initial Site Assessment dated February 13, 2025 (Caltrans 2025b), the Whiskey Creek Bridge Asbestos-Containing Materials and Lead-Containing Paint Survey Report dated May 2025 (Geocon 2025A), and the Whiskey Creek Bridge Deck Replacement Project Aerially Deposited Lead Site Investigation Report dated May 2025 (Geocon 2025B).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.9—Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Would the project 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?

Construction of the project would require excavation of soil along the roadway and removal of road striping from the roadway surface. As documented in the Initial Site Assessment (Caltrans 2025b), lead contaminated soils may exist throughout the project limits due to the historical use of leaded paint and gasoline on the roadway,

and asbestos containing material that is used in bridge construction. Because of this, an asbestos and lead-based paint study was conducted on the existing bridge (Geocon 2025A) as well as an aerially deposited lead site investigation report (Geocon 2025B). The proposed project activities have the potential to release a minimal amount of hazardous material/wastes, such as asbestos, lead, and aerially deposited lead, into the environment.

Compliance with the Caltrans Standard Measures and Best Management Practices (Section 1.4) would ensure the project would have no impact related to hazardous materials.

Some of the Caltrans Standard Specifications that will be followed to ensure no impacts from hazardous materials would occur are summarized below:

13-4.03E(5) Material and Equipment Used Over Water: Drip pans would be placed under vehicles and equipment when used over water.

13-4.03E(6) Structure Removal Over or Adjacent to Water: Authorized platforms and covers will be used to collect debris to prevent material from demolition activities to enter storm drain systems and receiving waters.

14-11.13 Disturbance of Existing Paint Systems on Bridges: Debris produced when the existing paint system is disturbed will be handled, stored, transported, and disposed of under applicable federal, state, and local hazardous waste laws.

14-11.16 Asbestos Containing Construction Materials in Bridges: Specifications for removing and managing asbestos-containing construction materials (ACCM) in bridges. An Asbestos Removal Work Plan must be submitted that documents the process for removal and management of asbestos for bridge demolition or renovation activities.

NO IMPACT. Compliance with the Caltrans Standard Measures and Best Management Practices (Section 1.4) and Caltrans Standard Specifications would ensure the project would have no impact related to hazardous materials and would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

NO IMPACT. The nearest school is approximately 5 miles away from the project location. By complying with the Caltrans Standard Measures and Best Management Practices (Section 1.4) the proposed project would have no impact related to the emissions or handling of hazardous materials that could affect the area of a proposed or existing school.

d) Would the project 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 it create a significant hazard to the public or the environment?

NO IMPACT. No Cortese sites (sites which are known to contain hazardous wastes or substances) have been identified within or adjacent to the project area (Caltrans 2025b).

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 or excessive noise for people residing or working in the project area?

NO IMPACT. There are no airports within a two mile radius and the project area; therefore, the proposed project would not result in a safety hazard or excessive noise concerns.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

NO IMPACT. A Traffic Management Plan has been developed that includes coordination with the California Highway Patrol for proactive measures in case of an emergency during construction. Caltrans would coordinate with the California Highway Patrol, and other emergency response units, to resolve any traffic-related concerns; therefore, the project would not impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

NO IMPACT. The project does not expose people or structures to additional risk of loss, injury, or death as a result of wildfire by using the existing highway. Rather, the project maintains the roadway for use as an escape route during wildfire emergencies and provides emergency response vehicles a means of accessing/suppressing wildfires.

Given the determinations above, the project would have no impact on Hazards and Hazardous Materials.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No	No	No	Yes
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No	No	No	Yes
Would the project: 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 off-site;	No	No	No	Yes
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No	No	No	Yes
(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	No	No	No	Yes
(iv) impede or redirect flood flows?	No	No	No	Yes
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No	No	No	Yes

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Water Quality Assessment Memorandum for Whiskey Creek Deck Replacement dated January 30, 2025 (Caltrans 2025c).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.10—Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

NO IMPACT. Implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4) during construction would ensure no impacts to any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Some Standard Specifications that will be followed to avoid impacts to water quality are summarized below:

13-4.03E(5) Material and Equipment Used Over Water: Drip pans would be placed under vehicles and equipment when used over water.

13-4.03E(6) Structure Removal Over or Adjacent to Water: Authorized platforms and covers will be used to collect debris to prevent material from demolition activities from entering storm drain systems and receiving waters.

14-11.13 Disturbance of Existing Paint Systems on Bridges: Debris produced when the existing paint system is disturbed will be handled, stored, transported, and disposed of under applicable federal, state, and local hazardous waste laws.

14-11.16 Asbestos Containing Construction Materials in Bridges: Specifications for removing and managing asbestos-containing construction materials (ACCM) in bridges. An Asbestos Removal Work Plan must be submitted that documents the process for removal and management of asbestos for bridge demolition or renovation activities.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

NO IMPACT. The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge because the scope of work does not involve construction activities that may impede sustainable groundwater management of the basin.

c) Would the project 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 off-site?

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(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?

(iv) impede or redirect flood flows?

NO IMPACT. As the project takes place above Whiskeytown Lake, there is plenty of area for water to flow naturally into the lake. Existing drainage culverts are being upsized and extended to accommodate the existing flows and additional drainage features would be added to properly direct flow to ensure no alteration of the course of flow would be impacted. Construction of the project would not substantially alter the existing drainage pattern of the site or area in a manner that would: 1) result in

substantial erosion or siltation on or offsite; 2) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 3) 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 4) impede or redirect flows. However, construction of the project may result in a negligible amount of erosion or siltation on or off site, contribute to a minimal increase in runoff water (in both rate and amount) that may provide additional sources of polluted runoff, and redirect a limited amount of stormwater runoff from the roadway into the lake below.

Incorporation of project design features for onsite stormwater treatment, compliance with Caltrans Standard Specifications for erosion control/spill prevention, and implementation of other measures to protect water quality would ensure that there are no impacts to water quality.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

NO IMPACT. A tsunami is a wave generated in a large body of water (typically the ocean) by fault displacement or major ground movement. Given that the Pacific Ocean is approximately 92 miles west of the project area, there is no risk of inundation of the project area by a tsunami (Department of Conservation 2025b). A seiche is a large wave generated in an enclosed body of water in response to ground shaking. As the project is located over Whiskeytown Lake, it is not expected that seismic activity would create a large enough wave in Whiskeytown Lake that would inundate the project area. Therefore, there would be no potential for release of pollutants due to inundation by seiche or tsunami.

According to the FEMA Flood Map Service Center (Panel 06089C1200G effective March 17, 2011), the project site is located within a designated flood hazard zone. In the unlikely event of project inundation, there potentially could be an accidental release of hazardous substances in flood zones. However, in accordance with Standard Measure WQ-1 (Section 1.4), the project would be subject to a SWPPP. The SWPPP would include such measures as stockpiling materials, storing liquid waste containers, washing vehicles and equipment, and fueling/maintaining vehicles and equipment at least 100 feet from a concentrated flow of stormwater, a drainage course, or an inlet within the floodplain; or at least 50 feet outside the floodplain.

Compliance with existing state regulations would ensure there is no potential for release of pollutants due to inundation by a flood. Thus, there would be no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

NO IMPACT. As the proposed project would avoid direct impacts to and would not violate a Water Quality Control Plan or sustainable groundwater management plan; there would be no impact.

Given the determinations above, the project would have no impact on Hydrology and Water Quality.

2.11 Land Use and Planning

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?	No	No	No	Yes
Would the project: b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Foundation Document for Whiskeytown National Recreation (National Park Service History) dated July 2014.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.11—Land Use and Planning

a) Would the project physically divide an established community?

NO IMPACT. The Whiskey Creek Bridge provides a main connection between the coast and inland areas. By completing the proposed project of replacing the bridge, commerce and travel could continue to flow to and from the coast while also allowing residents in the nearby communities of French Gulch, Lewiston, and Weaverville to work and shop in the Redding area and vice versa.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

NO IMPACT. The proposed work would not cause significant environmental impacts as the bridge is already present and the proposed work would be to replace and upgrade the existing structure. Neither the current bridge nor the proposed replacement bridge would conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect.

Given the determinations above, the project would have no impact on Land Use and Planning.

2.12 Mineral Resources

Question:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Mineral Land Use Map (Department of Conservation 2025f) accessed on September 16, 2025.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.12—Mineral Resources

a) Would the project 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?

NO IMPACT. Potential impacts to mineral resources are not anticipated due to the limited project scope, previous road cut and fill activities, and lack of identified mineral resources within the project limits. Therefore, there would be no impact.

b) Would the project 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?

NO IMPACT. There are no designated mineral resource areas of state or regional importance in the project area, and the project would not reduce the availability of a locally important mineral resource recovery site; therefore, there would be no impact.

Given the determinations above, the project would have no impact on Mineral Resources.

2.13 Noise

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in: 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?	No	No	No	Yes
Would the project result in: b) Generation of excessive groundborne vibration or groundborne noise levels?	No	No	No	Yes
Would the project result in: 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 project expose people residing or working in the project area to excessive noise levels?	No	No	No	✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Noise Analysis for the Whiskey Creek Deck Replacement Project (Caltrans 2025g) dated February 25, 2025.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.13—Noise

a) Would the project result in 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?

NO IMPACT. During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise generated by construction activities would be a function of the noise levels generated by individual pieces of construction equipment, the type and amount of equipment operating at any given time, the timing and duration of construction activities, and the proximity of nearby sensitive receptors (e.g. residences, schools, hospitals, and care facilities).

The proposed project does not construct a new highway in a new location or substantially change the vertical or horizontal alignments and does not include any other activities that would permanently increases ambient noise levels. Traffic volumes, composition and speeds would remain the same in the build and No Build condition.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

NO IMPACT. During construction noise and vibration would primarily result from the operation of heavy construction equipment and arrival and departure of heavy-duty trucks. Construction noise levels would vary on a day-to-day basis during each phase of construction depending on the specific task being completed. Pile driving is planned for the project and would increase noise and vibration levels temporarily during construction. Caltrans standard specifications will ensure that there will be no impacts on the public. The final project would not result in excessive groundborne vibration or groundborne noise levels.

The loudest noise-generating construction activity on this project would be pile driving. Pile driving could be required during construction of the temporary work structures used to construct the new bridge. Pile driving typically occurs during daytime hours over short durations with breaks in between each pile. Pile driving can generate noise levels ranging between 95 and 101 dBA Lmax at 50 feet.

The distance to the nearest official public access to the pile driving area is across the lake at Brandy Creek Boat Ramp, approximately 1.07 miles (5649.6 feet) away. Table 6 shows noise generated by impact pile driving operations at various distances.

Eagles and Osprey are known to nest and forage within the National Park Service-Whiskeytown National Recreation Area. To minimize the risk of raptors being disturbed and potentially abandoning their nests, pile driving and/or blasting activities will be conducted outside the nesting and rearing season, until the chicks have fledged. Osprey chicks hatch in late April and early May. Eagle chicks hatch in late February to April and fledge in May through July.

Table 6. Noise from Impact Pile Driving Operation

Distance from Pile Driving (feet)	Maximum Noise Level (dBA)
50	101
100	95
200	89
500	81
1,000	75

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 project expose people residing or working in the project area to excessive noise levels?

NO IMPACT. The proposed project would have no impact on private airstrips or impact an airport land use plan as there are no airstrips or airports near the project limits and the closest airport is Benton Airport located approximately 9.8 miles away.

Given the determinations above, the project would have no impact on Noise.

2.14 Population and Housing

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No	No	No	Yes
Would the project: b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Community Impact Memo (Caltrans 2025h) dated September 18, 2025.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.14—Population and Housing

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

NO IMPACT. The project takes place in a rural area where housing is limited. The proposed project would not induce substantial unplanned population growth. Therefore, there would be no impact.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

NO IMPACT. As this project is in a rural location and is replacing an existing bridge structure, no displacement of existing people or housing would be necessary for the completion of the proposed project. Therefore, there would be no impact.

Given the determinations above, the project would have no impact on Housing.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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: Fire protection?	No	No	No	Yes
Police protection?	No	No	No	Yes
Schools?	No	No	No	Yes
Parks?	No	No	No	Yes
Other public facilities?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Transportation Management Plan dated April 1, 2025 (Caltrans 2025l).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.15—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: fire protection, police protection, schools, parks, or other public facilities.

NO IMPACT. Potential impacts to fire protection, police protection, schools, parks, and other public facilities are not anticipated since temporary construction delays are expected to be 20 minutes or less in each direction during the construction period based on the traffic control measures within the Transportation Management Plan. Notification of construction would be provided to the public before construction starts so alternative routes or detours can be planned by the public once construction is underway. Potential impacts to public services are not anticipated due to the project being a non-capacity increasing project that would not increase vehicle miles traveled (VMT). Emergency service providers would receive prior notification of lane closures, and emergency vehicles and public transit would be accommodated through the project area during construction.

Given the determinations above, the project would have no impact on Public Services.

2.16 Recreation

Question	Significant and Unavoidable 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?	No	No	No	Yes
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?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Visual Impact Assessment Memorandum Annotated Outline and Scenic Resource Evaluation for the Whiskey Creek Deck Replacement (Caltrans 2025i) dated May 6, 2025.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.16—Recreation

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?

NO IMPACT. The project is within the limits of the National Park Service-Whiskeytown National Recreation Area, which is frequently used for recreational purposes. The proposed project would not increase or decrease the use of the recreational areas as the structure is already there and is only being replaced. Therefore, there would be no impact.

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?

NO IMPACT. Based on the current proposed project scope, there are no recreational facilities that would require construction or expansion such that the project would have an adverse physical effect on the environment. Therefore, there would be no impact.

Given the determinations above, the project would have no impact on Recreation.

2.17 Transportation

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

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Transportation Management Plan dated (Caltrans 2025l).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.17—Transportation and Traffic

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

NO IMPACT. Caltrans Standard Measures and Best Management Practices (Section 1.4) would ensure the proposed project would not conflict with any program, plan, ordinance, or policy relating to traffic circulation, including transit, roadway use, and bicycle and pedestrian facilities.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

NO IMPACT. The proposed project does not increase capacity and is not expected to be traffic inducing; therefore, the project is consistent with CEQA Guidelines § 15064.3, subdivision (b) and an analysis of vehicle miles traveled (VMT) is not warranted.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

NO IMPACT. Potential impacts to transportation and traffic are not anticipated because project aspects are intended to improve safety and, as such, would not result in a change to the geometric design of the roadway such that there would be increased hazards.

d) Would the project result in inadequate emergency access?

NO IMPACT. Although there would be temporary traffic delays during construction, there would not be any permanent changes to transportation or traffic. Construction traffic would be scheduled and routed to reduce congestion. Local businesses and the general public would be notified at least 10 business days before the start of work for temporary closures that could potentially affect this route. Bicycles and pedestrians would be accommodated through the construction area.

All emergency response agencies in the project area would be notified of the project construction schedule and would have access through the construction zone and access to SR 299 throughout construction.

Given the determinations above, the project would have no impact on transportation resources.

2.18 Tribal Cultural Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or 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: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or	No	No	No	Yes
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Historic Property Survey Report dated August 12, 2025 (Caltrans 2025j)

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.18—Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code § 21074 as either a site, feature, place, or 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:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k).

NO IMPACT. There are no known tribal cultural resources within the project limits that would be impacted with the scope of work. Caltrans Standard Measures and Best Management Practices (Section 1.4) would restrict any potential impacts if unknown tribal resources are discovered during construction.

b) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

NO IMPACT. Local Native American Tribes have been consulted with throughout project development. These tribes include the Nor-Rel-Muk Wintu Nation and the Redding Rancheria. Section 106 consultation resulted in no significant tribal cultural resources identified. Potential impacts to tribal cultural resources are not anticipated. Caltrans will continue to consult with the Nor-Rel-Muk Wintu Nation and Redding Rancheria for the life of the project.

Given the determinations above, the project would have no impact on Tribal Cultural Resources.

2.19 Utilities and Service Systems

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?	No	No	No	Yes
Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes
Would the project: 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?	No	No	No	Yes
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No	No	No	Yes

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Whiskeytown Relocation Exhibit dated February 6, 2025 (Caltrans 2025k).

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.19—Utilities and Service Systems

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?

NO IMPACT. There is a VERO fiber optic conduit that would be relocated during construction to accommodate the footprint of the new bridge. Potential impacts to utilities are not anticipated as the scope of the project is restricted to work within the existing state right of way and does not include relocation, extension or expansion of utilities on a highway system and does not include any highway elements requiring expanded utility needs. Therefore, no new or expanded water or water supplies, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities would be significantly impacted.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

NO IMPACT. The proposed project would not require water supply, and would not impact water supply to any of the nearby areas.

c) Would the project 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?

NO IMPACT. No wastewater would be transported across the bridge or within the project limits. The project would not result in a determination by the wastewater treatment provider that the provider would not have adequate capacity to handle the projected demand.

d) Would the project 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?

NO IMPACT. The project would not generate an excess of solid waste more than the capacity of existing local infrastructure.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

NO IMPACT. The project would comply with all federal, state, and local statutes and regulations related to solid waste.

Given the determinations above, the project would have no impact on utilities and Service Systems.

2.20 Wildfire

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas (SRAs) or lands classified as *very high* Fire Hazard Severity Zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No	No	No	Yes
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?	No	No	No	Yes
c) Require the 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 may result in temporary or ongoing impacts to the environment?	No	No	No	Yes
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?	No	No	No	Yes

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection (CAL FIRE) to develop amendments to the "CEQA Environmental Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as *very high* Fire Hazard Severity Zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Transportation Management Plan (Caltrans 2025l), and Fire Hazard Severity Zones in State Responsibility Area (Figure 7) (CALFIRE 2025). Standard Measures and Best Management Practices, as outlined in Section 1.4 of this document, would be implemented as part of the proposed project.

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.20—Wildfire

If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

NO IMPACT. The Caltrans Transportation Management Plan would ensure emergency response agencies and service providers would be notified of the project construction schedule, would have access to SR 299 throughout construction, and receive prior notification of lane closures. Emergency vehicles would be accommodated through any temporary lane closures and, if an emergency were to affect the area, work would stop and evacuation routes would be accessible. Thus, there would be no impact.

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?

NO IMPACT. No changes to road slope that would affect prevailing winds or other factors are in the scope of work; thus, this project would not exacerbate wildfire risks and would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Furthermore, the road widening would provide a larger buffer during wildfire events, and project features identified and outlined in the Wildfire subsection of Section 2.8 "Greenhouse Gas Emissions" would also aid in the prevention of the spreading of wildfire. Thus, there would be no impact.

c) Require the 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 may result in temporary or ongoing impacts to the environment?

NO IMPACT. No installation or maintenance of associated infrastructure (such as new roads, fuel breaks, emergency water sources, power lines or other utilities) would be required for this project; therefore, it would not exacerbate fire risk nor result in temporary or ongoing impacts to the environment.

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?

NO IMPACT. Preservation of the existing vegetation on all slopes, and other related surroundings, would be done in accordance with any environmental permits and/or agreements. All slopes and Disturbed Soil Areas (DSAs) would be stabilized and vegetated in accordance with plans approved by the District Landscape Architect, and site features that would increase the perviousness of the treated area(s) would be implemented, as feasible. Additionally, all drainages would retain their current pattern flow, with operation improvement expected for the upsized and extended culverts as compared to pre-construction levels. These efforts, combined with the statements above, ensure downslope-downstream flooding or landslides (due to runoff, post-fire slope instability, or drainage changes) would not be due to project activities, neither during construction nor post-construction.

2.21 Mandatory Findings of Significance

Does the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?	No	Yes	No	No
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means 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.)	No	No	No	Yes
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No	No	Yes	No

Discussion of CEQA Environmental Checklist Question 2.21—Mandatory Findings of Significance

CEQA of 1970 requires preparation of an EIR when certain specific impacts may result from construction or implementation of a project. Project analyses indicated the potential impacts associated with this project would not require an EIR. Mandatory Findings of Significance are not required for projects where an EIR has not been prepared.

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

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION. The Initial Study finds there would be a Less than Significant Impact with Mitigation for "elimination of important examples of the major periods of California history or prehistory." The removal of a historic bridge structure is being proposed for this project. Mitigation options are in discussion with SHPO to determine what would be the best option to reduce the impact of the bridge being removed, and how the historic nature of the bridge can be preserved for future projects.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means 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.)

NO IMPACT. The project would not have a "cumulatively considerable" impact as the scope of work consists of replacing a structure that is already present. No new lanes or additional roads are planned with this project, which would cause cumulative impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

LESS THAN SIGNIFICANT IMPACT. The Initial Study finds the project would have less than significant effects from GHG impacts, which would cause minimal to no adverse effects on human beings. GHG emission impacts would be reduced by following the Caltrans Standard Measures and Best Management Practices (Section 1.4).

2.22 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative impact assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time (CEQA § 15355).

Cumulative impacts to resources may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

Per Section 15130 of CEQA, a Cumulative Impact Analysis discussion is only required in "…situations where the cumulative effects are found to be significant." The Initial Study finds the project would have no significant impacts in any subject area. All impacts would be temporary in nature, occurring during construction of the project, and occur over approximately one construction season. Therefore, the project would have no impact. Given this, an EIR and CIA were not required for this project.

Chapter 3. Agency and Public Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, the Shasta Region Partnership, the Shasta Regional Transportation Agency (SRTA) Technical Advisory Committee (TAC) and Board of Directors, Shasta Partnership, and National Park Service- Whiskeytown National Recreation Area. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

The following agencies, organizations, and individuals were consulted in the preparation of this environmental document.

Coordination with Resource Agencies

Coordination has occurred with the Resource Agencies, CDFW, Central Valley Regional Water Quality Control Board (CVRWQCB), National Park Service-Whiskeytown National Recreation Area.

Table 7. Agency Coordination and Professional Contacts

Personnel	Date	Communication
Caltrans Biologist Spencer Dunbar and California Department of Fish and Wildlife Employee Richard Lis	December 19, 2024	Initial email to discuss the project and set up a site visit.
Caltrans Biologist Monty Currier contacts California Department of Fish and Wildlife Employee Richard Lis	March 25, 2025	A site visit is confirmed to discuss a 1602 Lake and Streambed Alteration Permit.
Caltrans Biologist Spencer Dunbar and California Department of Fish and Wildlife Employee Richard Lis	April 15, 2025	California Department of Fish and Wildlife confirms there is no need for a Lake and Streambed Alteration permit for the project.

Personnel	Date	Communication
Caltrans Water Quality Specialist Amanda Haas and Central Valley Regional Water Quality Control Board Employee Olivia Ilsley	March 2025	Confirming that the Central Valley Regional Water Quality Control Board knows about the project's accelerated timeline.
Caltrans Biologists Monty Currier and Spencer Dunbar and National Park Service- Whiskeytown National Recreation Area Employee Russ Weatherbee	May 13, 2025	Confirming with NPS that fish habitat creation as part of the project would be beneficial to Whiskeytown Lake.
Caltrans Biologists Monty Currier and Spencer Dunbar and Central Valley Regional Water Quality Control Board Employee Dan Warner	April 15, 2025	Discuss the 401 permit, temporary and permanent impacts, and abutment work for the bridge.
Caltrans Archaeologist Ryan Bradshaw, on behalf of Dr. Robyn Kramer	May 5, 2025	HRER submitted to SHPO.
CSO submitted Finding of Adverse Effect package to SHPO	September 8, 2025	SHPO approved the package on September 23, 2025.

Circulation

Public circulation will commence on February 1, 2026, and will run for a period no shorter than 30 days. In addition, a list of interested parties has been identified, and this document will be accessible to all parties. All comments will be addressed in the final environmental document.

Chapter 4. List of Preparers

The following individuals performed the environmental work and contributed to the preparation of the Initial Study / Proposed Negative Declaration for this project:

California Department of Transportation, District 2

Julie McFall	Senior Environmental Scientist
Nicole Alber	Environmental Scientist, Coordinator
Spencer Dunbar	Biologist
Monty Currier	Biologist
Ryan Bradshaw	Archaeologist
Robyn Kramer	Archaeologist
Gwen Erickson	Water Quality Specialist/NPDES Coordinator
Raj Chadha	Hazardous Waste Specialist
Ryan Pommerenck	Air Quality/Noise Specialist
Youngil Cho	Air Quality Specialist
Julia Riggins	Visual Specialist
Ashley Hoy	Project Engineer
Travis Gurney	Senior Engineer
Carol Detwiler	Right of Way Senior
Halie Vallier	Right of Way Agent

Consultant 1

JRP Historical Consulting, LLC

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Chapter 5. Distribution List

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Tribal Representatives

Gary Rickard, Chairperson
Wintu Tribe of Northern California
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Shasta Lake, CA 96019

Chapter 6. References

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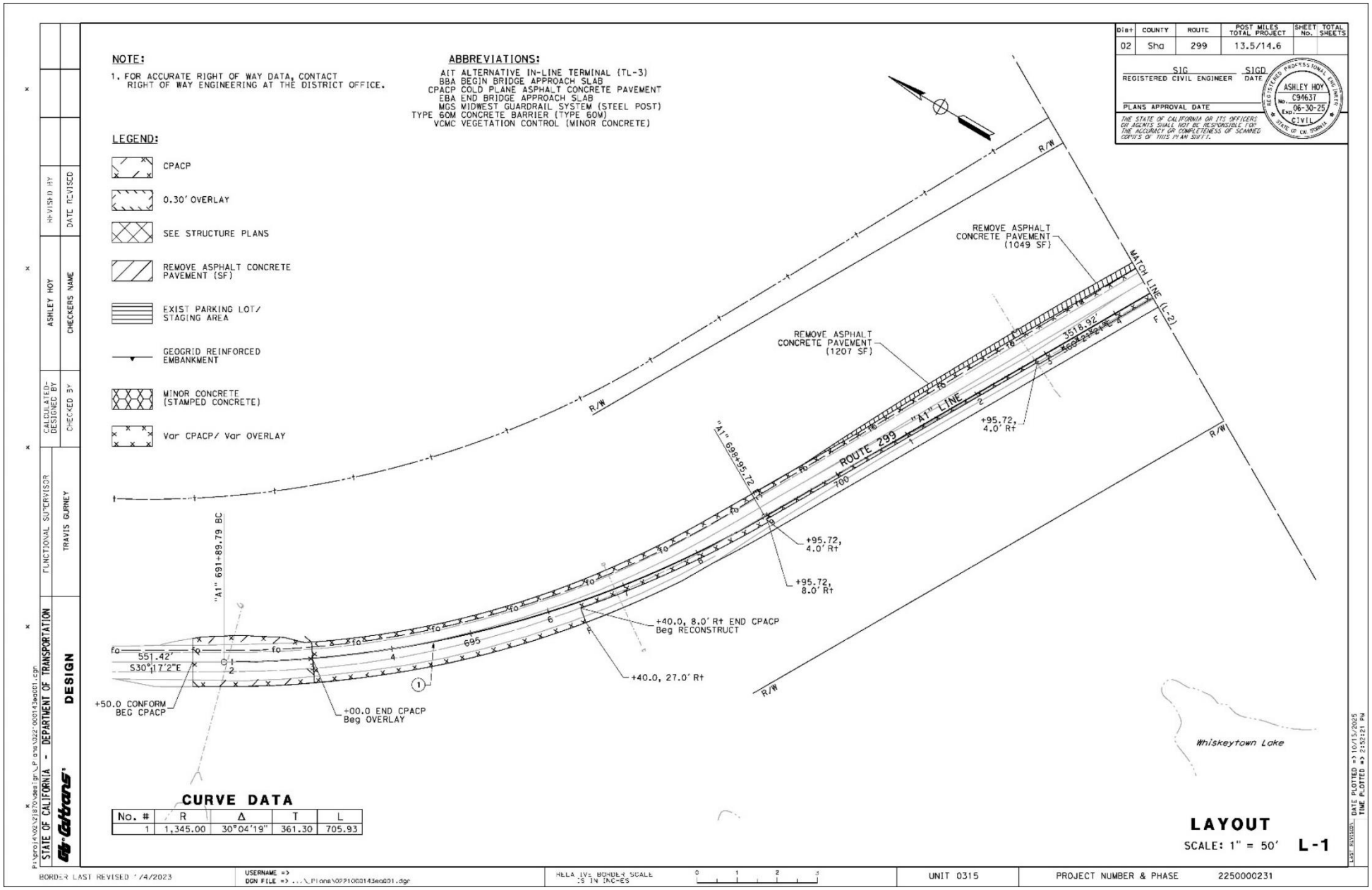
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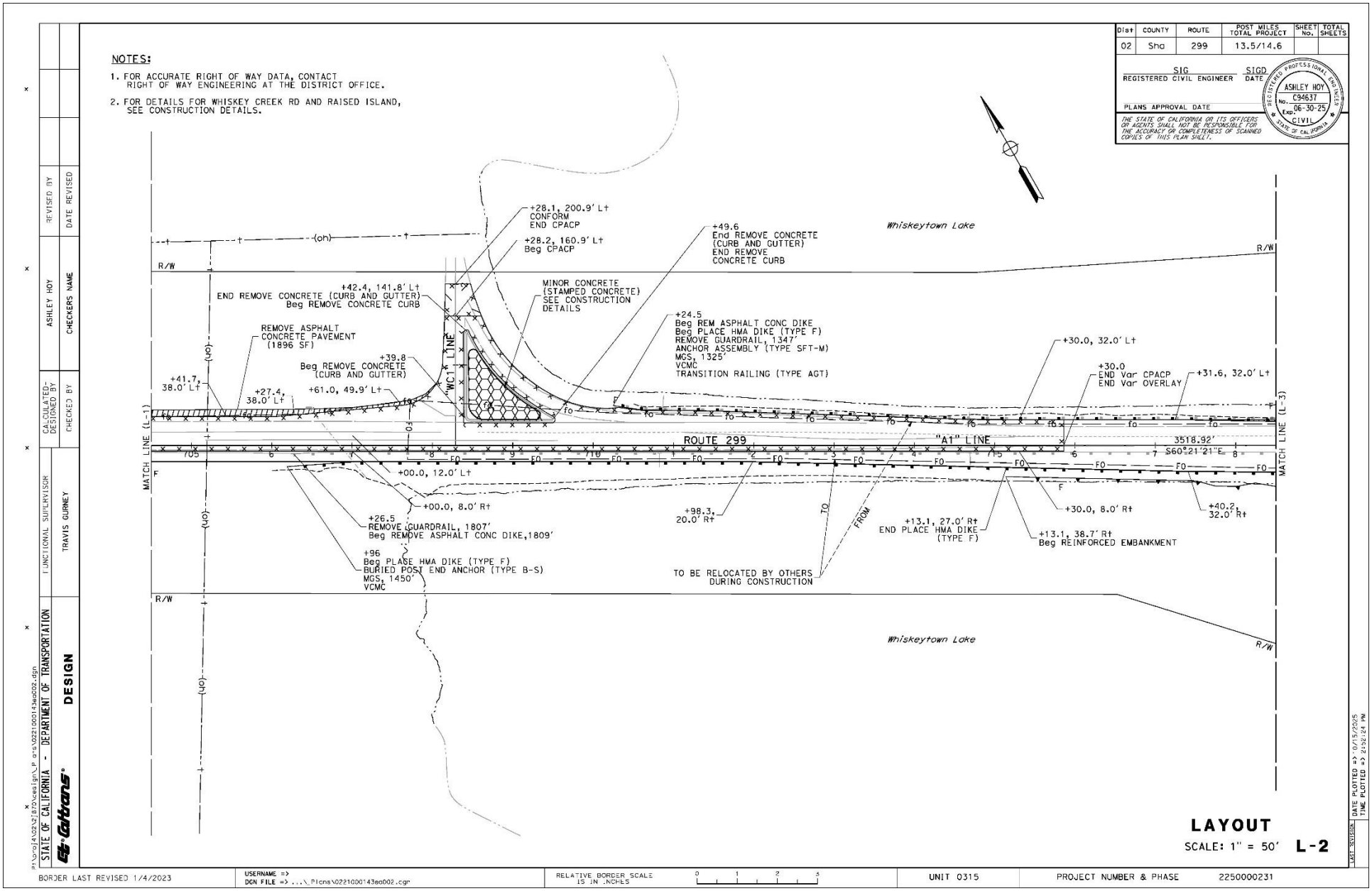
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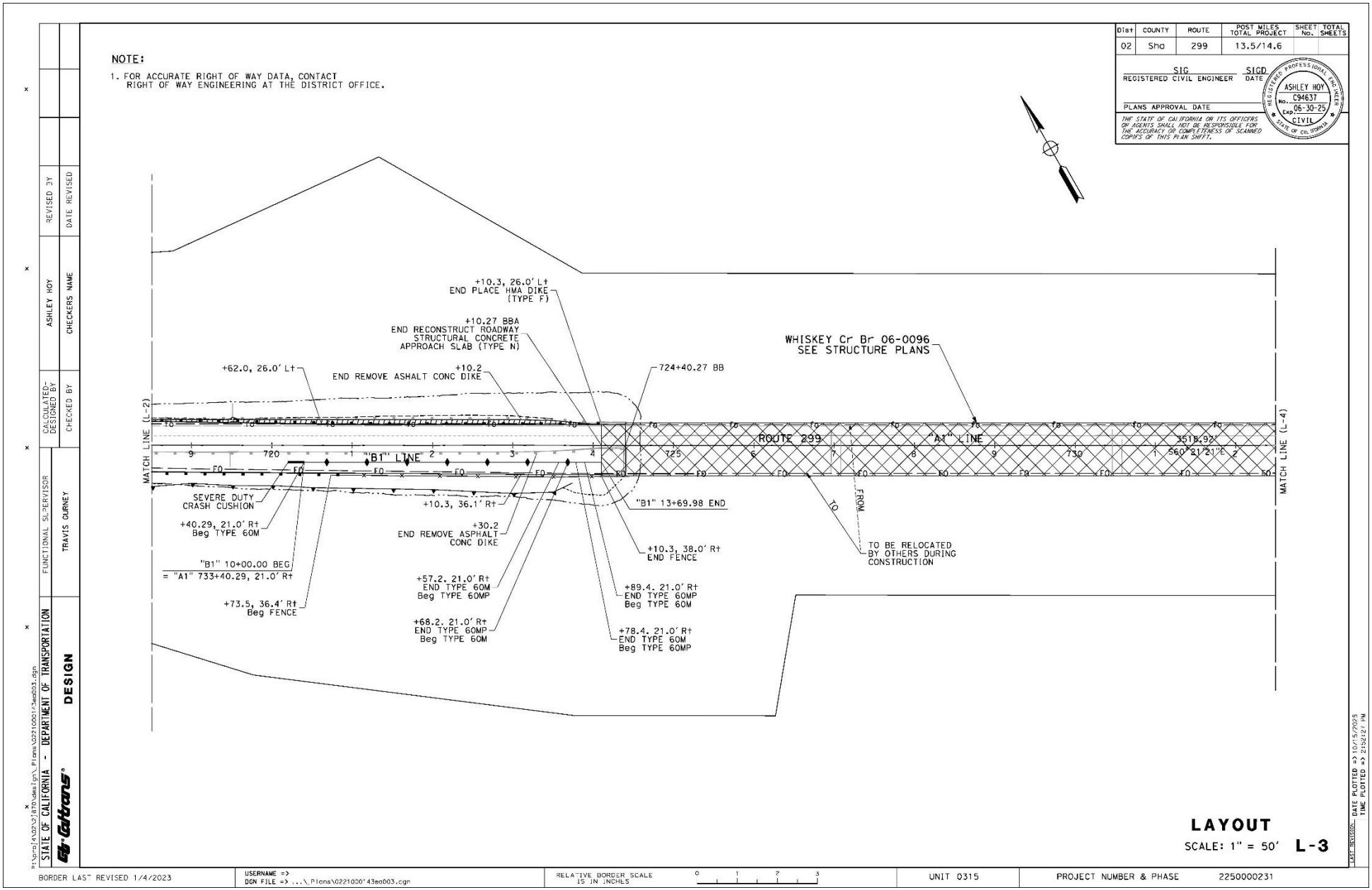
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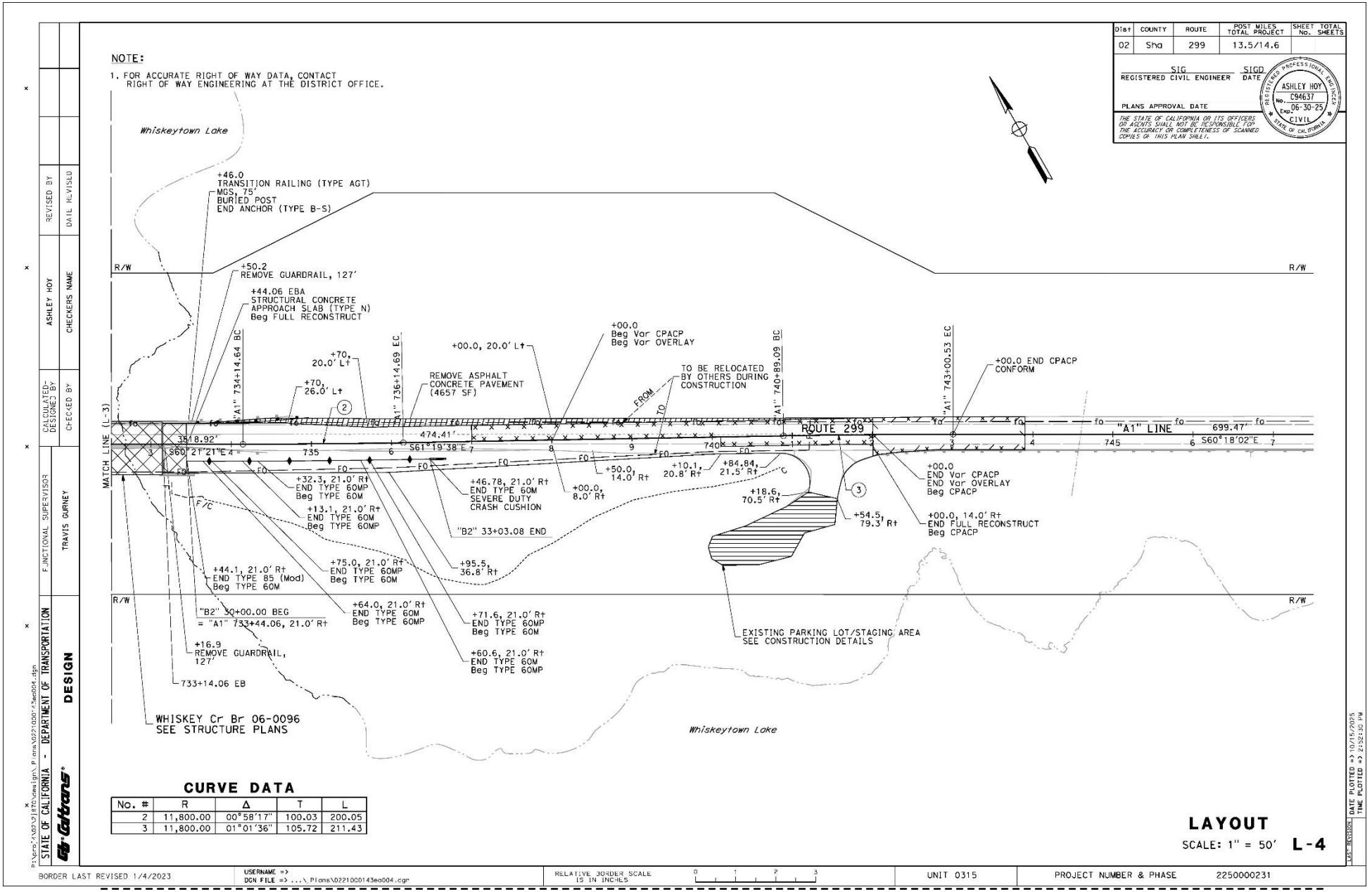
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Appendix A. Project Layouts


NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
ABBREVIATIONS:
AIT ALTERNATIVE IN-LINE TERMINAL (TL-3)
BBA BEGIN BRIDGE APPROACH SLAB
CPACP COLD PLANE ASPHALT CONCRETE PAVEMENT
EBA END BRIDGE APPROACH SLAB
MGS MIDWEST GUARDRAIL SYSTEM (STEEL POST)
TYPE 60M CONCRETE BARRIER (TYPE 60M)
VCMC VEGETATION CONTROL (MINOR CONCRETE)
LEGEND:
CPACP
0.30' OVERLAY
SEE STRUCTURE PLANS
REMOVE ASPHALT CONCRETE PAVEMENT (SF)
EXIST PARKING LOT/ STAGING AREA
GEOGRID REINFORCED EMBANKMENT
MINOR CONCRETE (STAMPED CONCRETE)
Var CPACP/ Var OVERLAY
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET TOTAL No. SHEETS
02 Sha 299 13.5/14.6
SIG REGISTERED CIVIL ENGINEER SIGD DATE
ASHLEY HOY No. C94637 06-30-25 Exp. CIVIL
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REMOVE ASPHALT CONCRETE PAVEMENT (1049 SF)
REMOVE ASPHALT CONCRETE PAVEMENT (1207 SF)
MATCH LINE (L-2)
"A1" LINE
ROUTE 299
"A1" 698+95.72
"A1" 691+89.79 BC
+95.72, 4.0' Rt
+95.72, 8.0' Rt
+40.0, 8.0' Rt END CPACP Beg RECONSTRUCT
+40.0, 27.0' Rt
+50.0 CONFORM BEG CPACP
+00.0 END CPACP Beg OVERLAY
551.42'
S30°17'2"E
R/W
Whiskeytown Lake
CURVE DATA
No. # R Δ T L
1 1,345.00 30°04'19" 361.30 705.93
LAYOUT
SCALE: 1" = 50' L-1
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR TRAVIS GURNEY
CALCULATED-DESIGNED BY
CHECKED BY
CHECKERS NAME ASHLEY HOY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/4/2023
USERNAME =>
DGN FILE =>
RELATIVE BORDER SCALE .5 IN INCHES
UNIT 0315
PROJECT NUMBER & PHASE 2250000231
DATE PLOTTED => 10/15/2025
TIME PLOTTED => 21:32:21 PM


NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. FOR DETAILS FOR WHISKEY CREEK RD AND RAISED ISLAND, SEE CONSTRUCTION DETAILS.
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
02 | Sha | 299 | 13.5/14.6
SIG REGISTERED CIVIL ENGINEER
SIGD DATE
PLANS APPROVAL DATE
ASHLEY HOY No. C94637 Exp. 06-30-25 CIVIL
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
+28.1, 200.9' Lt CONFORM END CPACP
+28.2, 160.9' Lt Beg CPACP
+49.6 End REMOVE CONCRETE (CURB AND GUTTER) END REMOVE CONCRETE CURB
Whiskeytown Lake
R/W
+42.4, 141.8' Lt END REMOVE CONCRETE (CURB AND GUTTER) Beg REMOVE CONCRETE CURB
MINOR CONCRETE (STAMPED CONCRETE) SEE CONSTRUCTION DETAILS
REMOVE ASPHALT CONCRETE PAVEMENT (1896 SF)
+24.5 Beg REM ASPHALT CONC DIKE Beg PLACE HMA DIKE (TYPE F) REMOVE GUARDRAIL, 1347' ANCHOR ASSEMBLY (TYPE SFT-M) MGS, 1325' VCMC TRANSITION RAILING (TYPE AGT)
+30.0, 32.0' Lt
+30.0 END Var CPACP END Var OVERLAY
+31.6, 32.0' Lt
+39.8 Beg REMOVE CONCRETE (CURB AND GUTTER)
+41.7, 38.0' Lt
+27.4, 38.0' Lt
+61.0, 49.9' Lt
"WC1" LINE
ROUTE 299
"A1" LINE
3518.92'
S60°21'21"E
MATCH LINE (L-1)
MATCH LINE (L-3)
+00.0, 12.0' Lt
+00.0, 8.0' Rt
+26.5 REMOVE GUARDRAIL, 1807' Beg REMOVE ASPHALT CONC DIKE, 1809'
+96 Beg PLACE HMA DIKE (TYPE F) BURIED POST END ANCHOR (TYPE B-S) MGS, 1450' VCMC
+98.3, 20.0' Rt
TO
FROM
TO BE RELOCATED BY OTHERS DURING CONSTRUCTION
+13.1, 27.0' Rt END PLACE HMA DIKE (TYPE F)
+13.1, 38.7' Rt Beg REINFORCED EMBANKMENT
+30.0, 8.0' Rt
+40.2, 32.0' Rt
Whiskeytown Lake
R/W
LAYOUT
SCALE: 1" = 50'
L-2
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
JUNCTIONAL SUPERVISOR
TRAVIS GURNEY
CALCULATED-DESIGNED BY
CHECKED BY
CHECKERS NAME
ASHLEY HOY
REVISED BY
DATE REVISED
DATE PLOTTED => 01/15/2025
TIME PLOTTED => 2:52:24 PM
BORDER LAST REVISED 1/4/2023
USERNAME =>
DGN FILE => ...\Plans\0221000143ea002.cgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0315
PROJECT NUMBER & PHASE 2250000231


NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
02 | Sha | 299 | 13.5/14.6
SIG REGISTERED CIVIL ENGINEER
SIGD DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
ASHLEY HOY
No. C94637
EXP. 06-30-25
CIVIL
STATE OF CALIFORNIA
+10.3, 26.0' Lt
END PLACE HMA DIKE (TYPE F)
+10.27 BBA
END RECONSTRUCT ROADWAY STRUCTURAL CONCRETE APPROACH SLAB (TYPE N)
+62.0, 26.0' Lt
+10.2
END REMOVE ASHALT CONC DIKE
724+40.27 BB
WHISKEY Cr Br 06-0096
SEE STRUCTURE PLANS
MATCH LINE (L-2)
"B1" LINE
ROUTE 299
"A1" LINE
MATCH LINE (L-4)
3518.92
S60°21'21"E
SEVERE DUTY CRASH CUSHION
+40.29, 21.0' Rt
Beg TYPE 60M
"B1" 10+00.00 BEG
= "A1" 733+40.29, 21.0' Rt
+73.5, 36.4' Rt
Beg FENCE
+10.3, 36.1' Rt
+30.2
END REMOVE ASPHALT CONC DIKE
+57.2, 21.0' Rt
END TYPE 60M
Beg TYPE 60MP
+68.2, 21.0' Rt
END TYPE 60MP
Beg TYPE 60M
"B1" 13+69.98 END
+10.3, 38.0' Rt
END FENCE
+89.4, 21.0' Rt
END TYPE 60MP
Beg TYPE 60M
+78.4, 21.0' Rt
END TYPE 60M
Beg TYPE 60MP
TO BE RELOCATED BY OTHERS DURING CONSTRUCTION
FROM
TO
LAYOUT
SCALE: 1" = 50'
L-3
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TRAVIS GURNEY
CALCULATED-DESIGNED BY
ASHLEY HOY
CHECKED BY
CHECKERS NAME
REVISED BY
DATE REVISED
LAST REVISION
DATE PLOTTED => 10/15/2025
TIME PLOTTED => 21:32:27 PM
P:\proj\02\2J870\design\Plans\0221000143ea003.dgn
BORDER LAST REVISED 1/4/2023
USERNAME =>
DGN FILE => ...\Plans\0221000143ea003.cgn
RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3
UNIT 0315
PROJECT NUMBER & PHASE 2250000231


NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Whiskeytown Lake
+46.0 TRANSITION RAILING (TYPE AGT) MGS, 75' BURIED POST END ANCHOR (TYPE B-S)
R/W
+50.2 REMOVE GUARDRAIL, 127'
+44.06 EBA STRUCTURAL CONCRETE APPROACH SLAB (TYPE N) Beg FULL RECONSTRUCT
"A1" 734+14.64 BC
+70, 20.0' Lt
+70, 26.0' Lt
"A1" 736+14.69 EC
REMOVE ASPHALT CONCRETE PAVEMENT (4657 SF)
+00.0, 20.0' Lt
+00.0 Beg Var CPACP Beg Var OVERLAY
TO BE RELOCATED BY OTHERS DURING CONSTRUCTION
FROM
TO
"A1" 740+89.09 BC
"A1" 743+00.53 EC
+00.0 END CPACP CONFORM
MATCH LINE (L-3)
3518.92'
S60°21'21"E
474.41'
S61°19'38"E
ROUTE 299
"A1" LINE
699.47'
S60°18'02"E
+32.3, 21.0' Rt END TYPE 60MP Beg TYPE 60M
+13.1, 21.0' Rt END TYPE 60M Beg TYPE 60MP
+46.78, 21.0' Rt END TYPE 60M SEVERE DUTY CRASH CUSHION
+00.0, 8.0' Rt
+50.0, 14.0' Rt
+10.1, 20.8' Rt
+84.84, 21.5' Rt
+18.6, 70.5' Rt
+54.5, 79.3' Rt
+00.0 END Var CPACP END Var OVERLAY Beg CPACP
+00.0, 14.0' Rt END FULL RECONSTRUCT Beg CPACP
F/C
"B2" 33+03.08 END
+44.1, 21.0' Rt END TYPE 85 (Mod) Beg TYPE 60M
+75.0, 21.0' Rt END TYPE 60MP Beg TYPE 60M
+95.5, 36.8' Rt
+64.0, 21.0' Rt END TYPE 60M Beg TYPE 60MP
+71.6, 21.0' Rt END TYPE 60MP Beg TYPE 60M
+60.6, 21.0' Rt END TYPE 60M Beg TYPE 60MP
"B2" 30+00.00 BEG = "A1" 733+44.06, 21.0' Rt
+16.9 REMOVE GUARDRAIL, 127'
733+14.06 EB
WHISKEY Cr Br 06-0096 SEE STRUCTURE PLANS
EXISTING PARKING LOT/STAGING AREA SEE CONSTRUCTION DETAILS
Whiskeytown Lake
CURVE DATA
No. # | R | Δ | T | L
2 | 11,800.00 | 00°58'17" | 100.03 | 200.05
3 | 11,800.00 | 01°01'36" | 105.72 | 211.43
Dist 02 | COUNTY Sha | ROUTE 299 | POST MILES TOTAL PROJECT 13.5/14.6 | SHEET No. | TOTAL SHEETS
SIG REGISTERED CIVIL ENGINEER
SIGD DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER ASHLEY HOY No. C94637 Exp. 06-30-25 CIVIL STATE OF CALIFORNIA
REVISED BY | DATE REVISED
ASHLEY HOY | CHECKERS NAME
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR TRAVIS GURNEY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DESIGN
LAST REVISION
DATE PLOTTED => 10/15/2025
TIME PLOTTED => 215230 PM
P:\pmp-*\02\2k870\design\ Plans\0221000143ea004.dgn
BORDER LAST REVISED 1/4/2023
USERNAME => DGN FILE => ...\Plans\0221000143ea004.cgr
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0315
PROJECT NUMBER & PHASE 2250000231
LAYOUT
SCALE: 1" = 50' L-4



Appendix B. Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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

September 2023

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Appendix C. USFWS, NMFS, CNDDB, and CNPS Species Lists

IPaC U.S. Fish & Wildlife Service

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Shasta County, California



Local office

Yreka Fish And Wildlife Office

(530) 842-5763
(530) 842-4517

1829 South Oregon Street
Yreka, CA 96097-3446

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
California Condor Gymnogyps californianus No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8193	EXPN
Northern Spotted Owl Strix occidentalis caurina Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/1123	Threatened
Yellow-billed Cuckoo Coccyzus americanus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Northwestern Pond Turtle Actinemys marmorata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

NOT FOR CONSULTATION

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee Bombus suckleyi No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp Branchinecta conservatio Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp Branchinecta lynchi Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp Lepidurus packardi Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2246	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

NOT FOR CONSULTATION

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

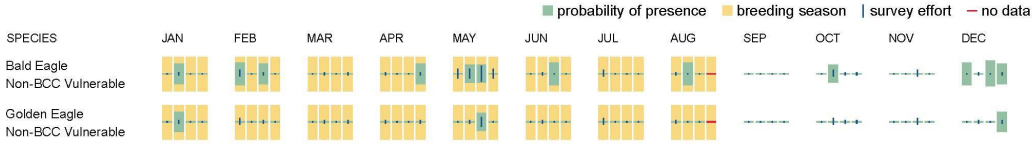
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

NOT FOR CONSULTATION

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

NOT FOR CONSULTATION

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Belding's Savannah Sparrow Passerculus sandwichensis beldingi This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Swift Cypseloides niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Bullock's Oriole Icterus bullockii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
California Thrasher Toxostoma redivivum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31

NOT FOR CONSULTATION

Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch Spinus lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Nuttall's Woodpecker Dryobates nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher Contopus cooperi This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Santa Barbara Song Sparrow Melospiza melodia graminea This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5513	Breeds Mar 1 to Sep 5
Western Grebe Aechmophorus occidentalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
Western Screech-owl Megascops kennicottii cardonensis This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jun 30
Wrentit Chamaea fasciata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

NOT FOR CONSULTATION

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

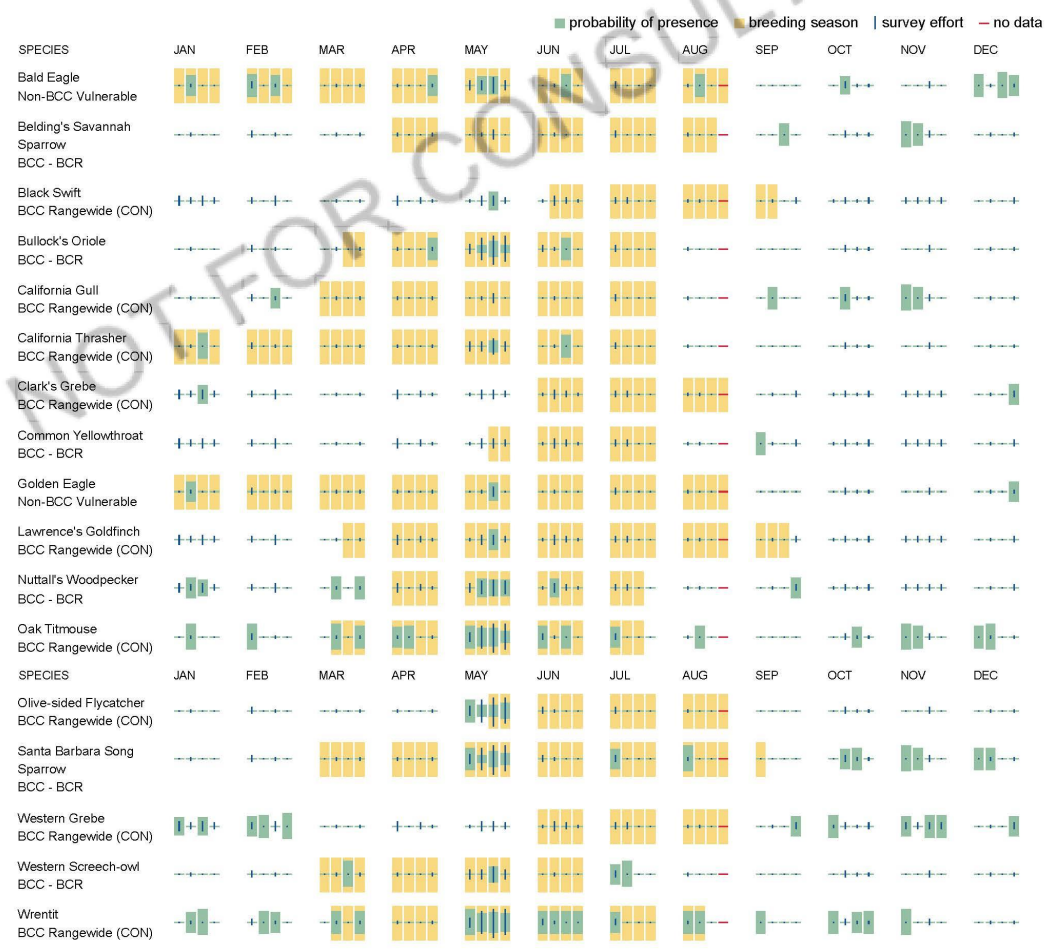
Breeding Season (▮)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



NOT FOR CONSULTATION

Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the

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probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

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The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Quad Name **Whiskeytown**

Quad Number **40122-F5**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - **X**

Eulachon (T) -

sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH - **X**

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Quad Name **Igo**

Quad Number **40122-E5**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - **X**

Eulachon (T) -

sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat - **X**

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat - **X**

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH - **X**

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE **RareFind**

Query Summary:
Quad IS (Whiskeytown (4012265))

Print Close

CNDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Actinemys marmorata	northwestern pond turtle	Reptiles	ARAAD02031	1160	6	Proposed Threatened	None	G2	SNR	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive	null
Ascaphus truei	Pacific tailed frog	Amphibians	AAABA01010	491	2	None	None	G4	S3S4	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Aquatic, Klamath/North coast flowing waters, Lower montane coniferous forest, North coast coniferous forest, Redwood, Riparian forest
Corynorhinus townsendii	Townsend's big-eared bat	Mammals	AMACC08010	635	1	None	None	G4	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive	Broadleaved upland forest, Chaparral, Chenopod scrub, Great Basin grassland, Great Basin scrub, Joshua tree woodland, Lower montane coniferous forest, Meadow & seep, Mojavean desert scrub, Riparian forest, Riparian woodland, Sonoran desert scrub, Sonoran thorn woodland, Upper montane coniferous forest, Valley & foothill grassland
Haliaeetus leucocephalus	bald eagle	Birds	ABNKC10010	334	3	Delisted	Endangered	G5	S3	null	BLM_S-Sensitive, CDF_S-Sensitive, CDFW_FP-Fully Protected, IUCN_LC-Least Concern, USFS_S-Sensitive	Lower montane coniferous forest, Oldgrowth
Hydromantes samweli	Samwel Shasta salamander	Amphibians	AAAAD09060	49	4	None	Threatened	GNR	SNR	null	BLM_S-Sensitive, IUCN_NT-Near Threatened, USFS_S-Sensitive	Cismontane woodland, Limestone, Lower montane coniferous forest
Lasionycteris noctivagans	silver-haired bat	Mammals	AMACC02010	139	1	None	None	G4	S3S4	null	IUCN_LC-Least Concern	Lower montane coniferous forest, Oldgrowth, Riparian forest
Lasiurus frantzii	western red bat	Mammals	AMACC05080	128	1	None	None	G4	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Cismontane woodland, Lower montane coniferous forest, Riparian forest, Riparian woodland
Myotis evotis	long-eared myotis	Mammals	AMACC01070	139	1	None	None	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern	null
Myotis yumanensis	Yuma myotis	Mammals	AMACC01020	265	4	None	None	G5	S4	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Lower montane coniferous forest, Riparian forest, Riparian woodland, Upper montane coniferous forest
Pekania pennanti	Fisher	Mammals	AMAJF01020	555	1	None	None	G5	S2S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least	North coast coniferous forest, Oldgrowth, Riparian forest

											Concern, USFS_S-Sensitive	
Phacelia damnationensis	Damnation Pass phacelia	Dicots	PDHYD0C750	11	1	None	None	G2	S2	1B.3	BLM_S-Sensitive	Lower montane coniferous forest
Potamogeton epihydrus	Nuttall's ribbon-leaved pondweed	Monocots	PMPOT03080	25	1	None	None	G5	S2S3	2B.2	IUCN_LC-Least Concern	Marsh & swamp, Wetland
Rana boylii pop. 1	foothill yellow-legged frog - north coast DPS	Amphibians	AAABH01051	1610	5	None	None	G3T4	S4	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, USFS_S-Sensitive	Aquatic, Klamath/North coast flowing waters, Riparian forest, Riparian scrub, Riparian woodland
Sagittaria sanfordii	Sanford's arrowhead	Monocots	PMALI040Q0	143	1	None	None	G3	S3	1B.2	BLM_S-Sensitive	Marsh & swamp, Wetland
Sedum paradisum ssp. paradisum	Canyon Creek stonecrop	Dicots	PDCRA0A0U3	31	5	None	None	G3G4T3	S3	1B.3	BLM_S-Sensitive, SB_UCSC-UC Santa Cruz, USFS_S-Sensitive	Broadleaved upland forest, Chaparral, Lower montane coniferous forest, Subalpine coniferous forest
Vaccinium shastense ssp. shastense	Shasta huckleberry	Dicots	PDERI181Z1	21	5	None	None	G4T3	S3	1B.3	BLM_S-Sensitive, SB_UCSC-UC Santa Cruz	Chaparral, Cismontane woodland, Lower montane coniferous forest, Riparian forest, Subalpine coniferous forest

CNPS Rare Plant Inventory

CALIFORNIA NATIVE PLANT SOCIETY

Search Results

8 matches found. Click on scientific name for details

Search Criteria: , 9-Quad include [**4012265**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Arctostaphylos malloryi	Mallory's manzanita	Ericaceae	perennial evergreen shrub	Apr-Jul	None	None	G3	S3	4.3	Yes	1974-01-01	 ©2009 Timothy D. Ives
Arnica venosa	Shasta County arnica	Asteraceae	perennial rhizomatous herb	May-Jul(Sep)	None	None	G3	S3	4.2	Yes	1974-01-01	 ©2005 Dean Wm. Taylor

Eriogonum congdonii	Congdon's buckwheat	Polygonaceae	perennial deciduous shrub	(May)Jun-Aug(Sep)	None	None	G4	S4	4.3	Yes	1974-01-01	 Steve Matson 2014
Phacelia damnationensis	Damnation Pass phacelia	Hydrophyllaceae	perennial herb	Jun-Sep	None	None	G2	S2	1B.3		2024-03-07	 © 2023 Julie Kierstead Nelson
Potamogeton epihydrus	Nuttall's ribbon-leaved pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	(Jun)Jul-Sep	None	None	G5	S2S3	2B.2		1994-01-01	 Louis-M. Landry, 2010
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	None	None	G3	S3	1B.2	Yes	1984-01-01	 ©2013 Debra L. Cook

Sedum paradisum ssp. *paradisum*	Canyon Creek stonecrop	Crassulaceae	perennial herb	May-Jun	None	None	G3G4T3	S3	1B.3	Yes	1980-01-01	 ©2018 Julie Kierstead Nelson
Vaccinium shastense ssp. *shastense*	Shasta huckleberry	Ericaceae	perennial deciduous shrub	(Jun-Sep)Dec-May	None	None	G4T3	S3	1B.3	Yes	2015-12-15	 © 2016 Steve Matson

Showing 1 to 8 of 8 entries

Go to top

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2026. Rare Plant Inventory (online edition, v9.5.1). Website https://www.rareplants.cnps.org [accessed 29 January 2026].

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Appendix D. Section 4(f)

02-SHA-299-PM 13.55/14.58
02-2K000/0123000032

Whiskey Creek Bridge Emergency Repair Project Draft Section 4(f)

Submitted Pursuant to 49 USC 303

THE STATE OF CALIFORNIA
Department of Transportation as assigned

Julie McFall
Julie McFall
Senior Environmental Scientist

1/28/26
Date of Approval

The environmental review, consultation, and any other actions required by applicable Federal laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 326.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Chris Woodward, PIO Officer, North Region Environmental-District 2, 1031 Butte St, Redding, CA 96001; (530) 225-3426 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

1 Introduction of Section 4(f)

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

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

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

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Brief Overview of Section 4(f) Analysis

This Section 4(f) Evaluation has been prepared because the Whiskey Creek Bridge Emergency Repair Project will be funded with federal dollars and because the project affects a historic bridge that has been determined eligible for inclusion in the National Register of Historic Places (NRHP), and does, briefly, affect the activities, features, and attributes of a National Recreation Area that is under the protection of Section 4(f).

Because this project involves the assessment of multiple Section 4(f) properties and different types of Section 4(f) documentation, this document is organized as follows:

- *Section 2: Overview of Alternatives.* This section describes the Build Alternative and includes a discussion of the other alternatives carried forward for full study and included for analysis under Section 4(f).

- *Section 3: Brief Overview of Section 4(f) Properties.* This section includes a summary of the Section 4(f) resources in the project area and the potential use of those resources by the Build Alternative.
- *Section 4: Whiskey Creek Bridge Programmatic Determination.* This section describes the proposed Build Alternative's use of the Whiskey Creek Bridge, reasons the use has been determined to be programmatic, and measures and actions incorporated in the alternatives to avoid or reduce the use of the bridge.
- *Section 5: Recreation Use De Minimis Determinations*. This section describes the proposed Build Alternative's use of the recreational features of the Whiskeytown Lake Recreation Area, reasons the use has been determined to be de minimis, and measures and actions incorporated to support the de minimis determination.
- *Section 6: Resources Evaluated Relative to Section 4(f) Requirements.* This section discusses resources investigated but determined not applicable for Section 4(f) protection because they were determined not to be Section 4(f) resources or because the proposed Build Alternative would not result in a use under Section 4(f).
- *Section 7*: *Section 6(f):* This section includes a discussion of why Section 6(f) is not applicable.

2 Overview of Alternatives

Alternatives are discussed in this Section 4(f) document to satisfy the requirement to demonstrate that there are no prudent and feasible alternatives that avoid the use of Section 4(f) properties and to document all possible planning to minimize harm. These additional alternatives were developed and studied as part of an extensive scoping process.

Alternative A- Build Alternative

Purpose

The purpose of this project is to deliver a structurally sound bridge that urgently addresses the deficient welds in T-1 steel members, upgrades the structure to meet current highway design standards, and reduces future maintenance and capital cost needs. By restoring the bridge to a condition of good health, the project would also decrease worker exposure and ensure a safe and reliable structure for all modes of travel and goods movement.

Need

In response to an FHWA Memorandum regarding fracture critical bridges with T-1 steel members, deficient welds were identified on the Whiskey Creek Bridge (Bridge No. 06-0096). If the welds are left unaddressed, this could lead to the complete failure of the bridge superstructure. Structure Maintenance & Investigations issued a Record of

Critical Finding (RCF) to FHWA on February 8, 2024, requiring immediate action to resolve these deficiencies to maintain the safety of the traveling public. The bridge does not have sufficient width for repairing the welds without significant impacts to traffic and freight movement. The structure is fracture critical because it has non-redundant high strength girders comprised of T-1 steel. The bridge deck has also deteriorated over time due to traffic, exposure to freeze/thaw cycles, rebar corrosion from use of deicing salts, and unsound concrete. Due to these conditions the bridge is in a condition of poor health.

The California Department of Transportation (Caltrans) proposes the Whiskey Creek Bridge Emergency Repair Project to replace Whiskey Creek Bridge, including the bridge deck and superstructure. The project is located on State Route 299 in Shasta County between Post Miles 13.55 and 14.58 (Figure 1).

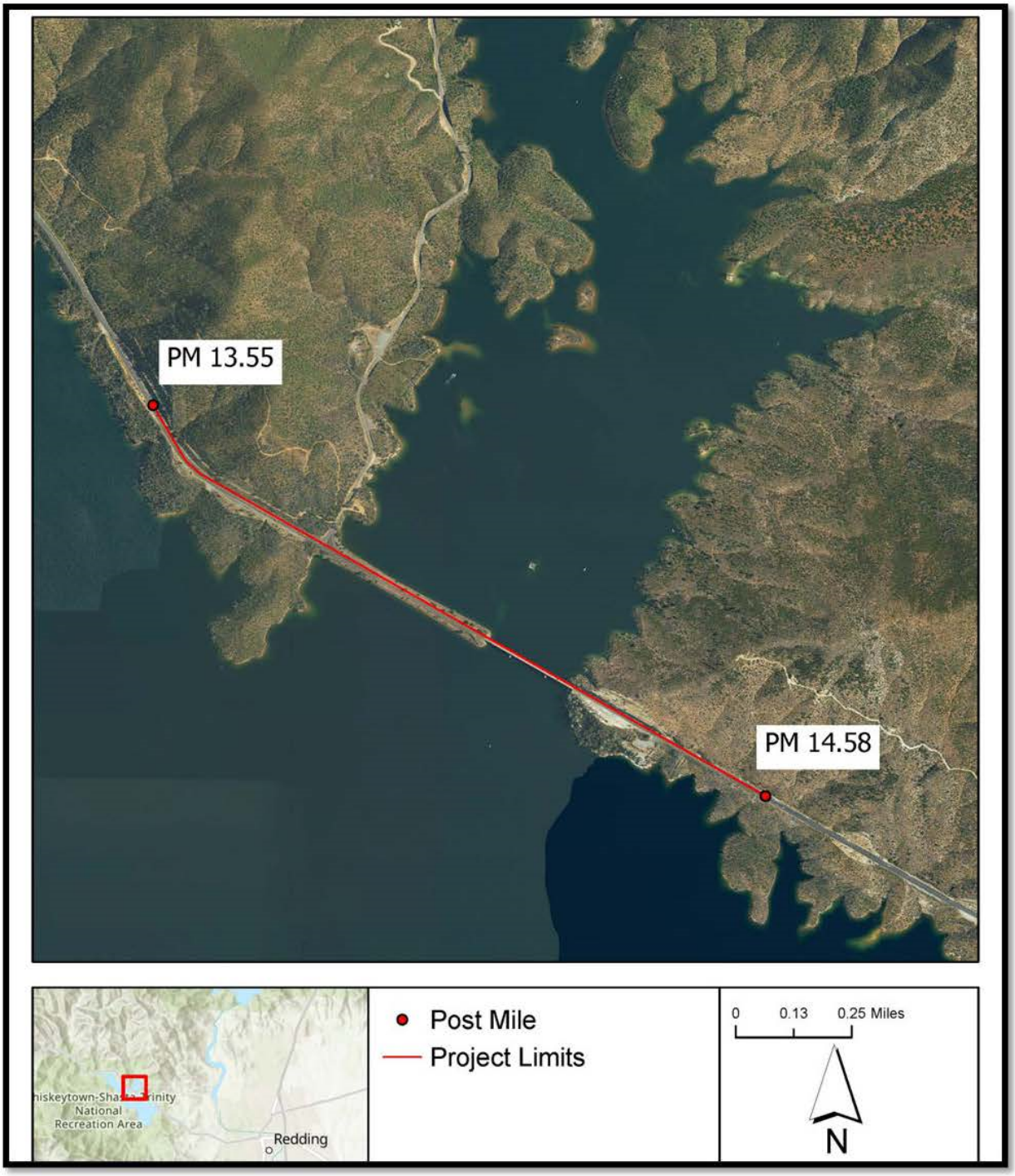
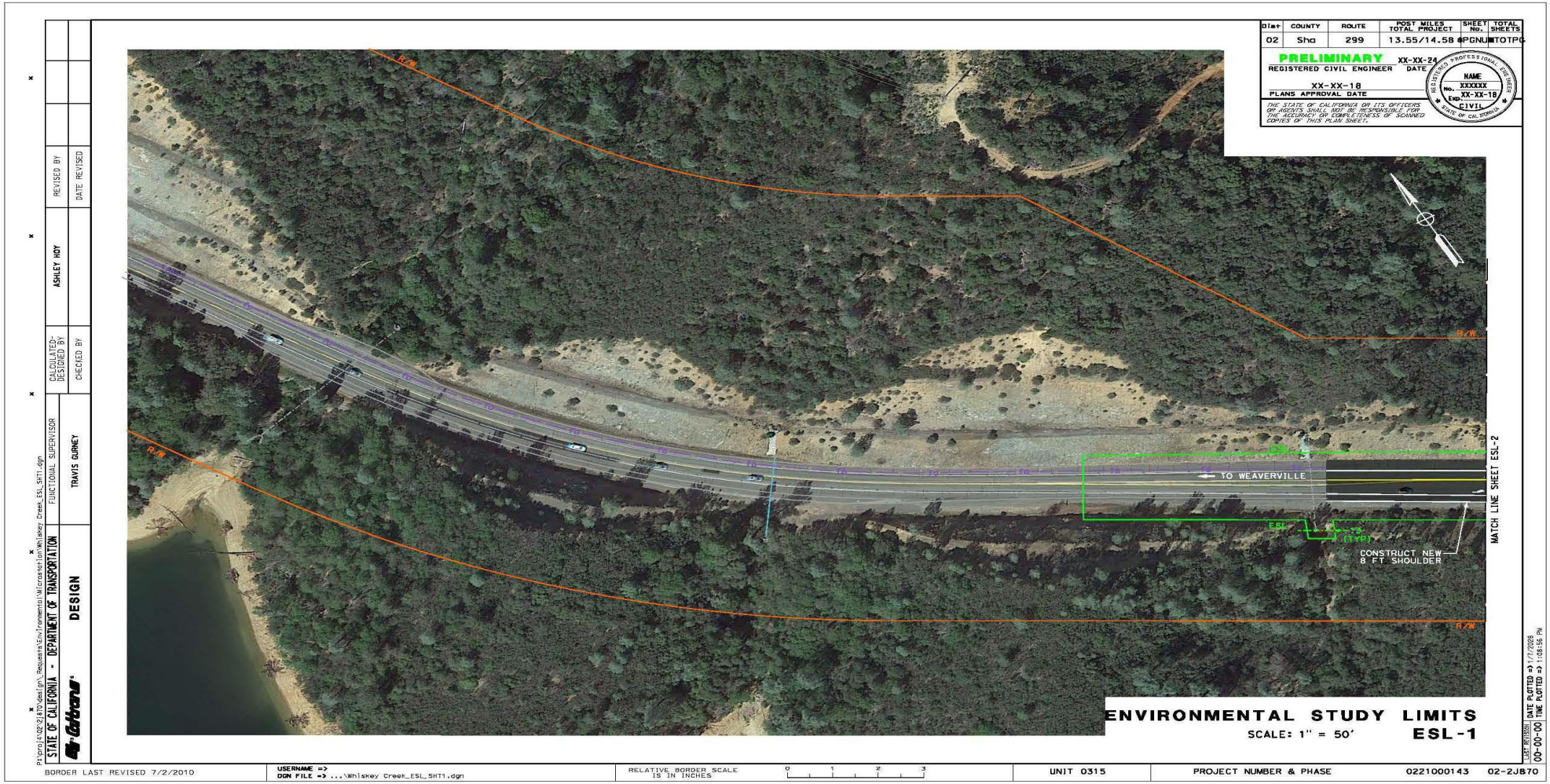
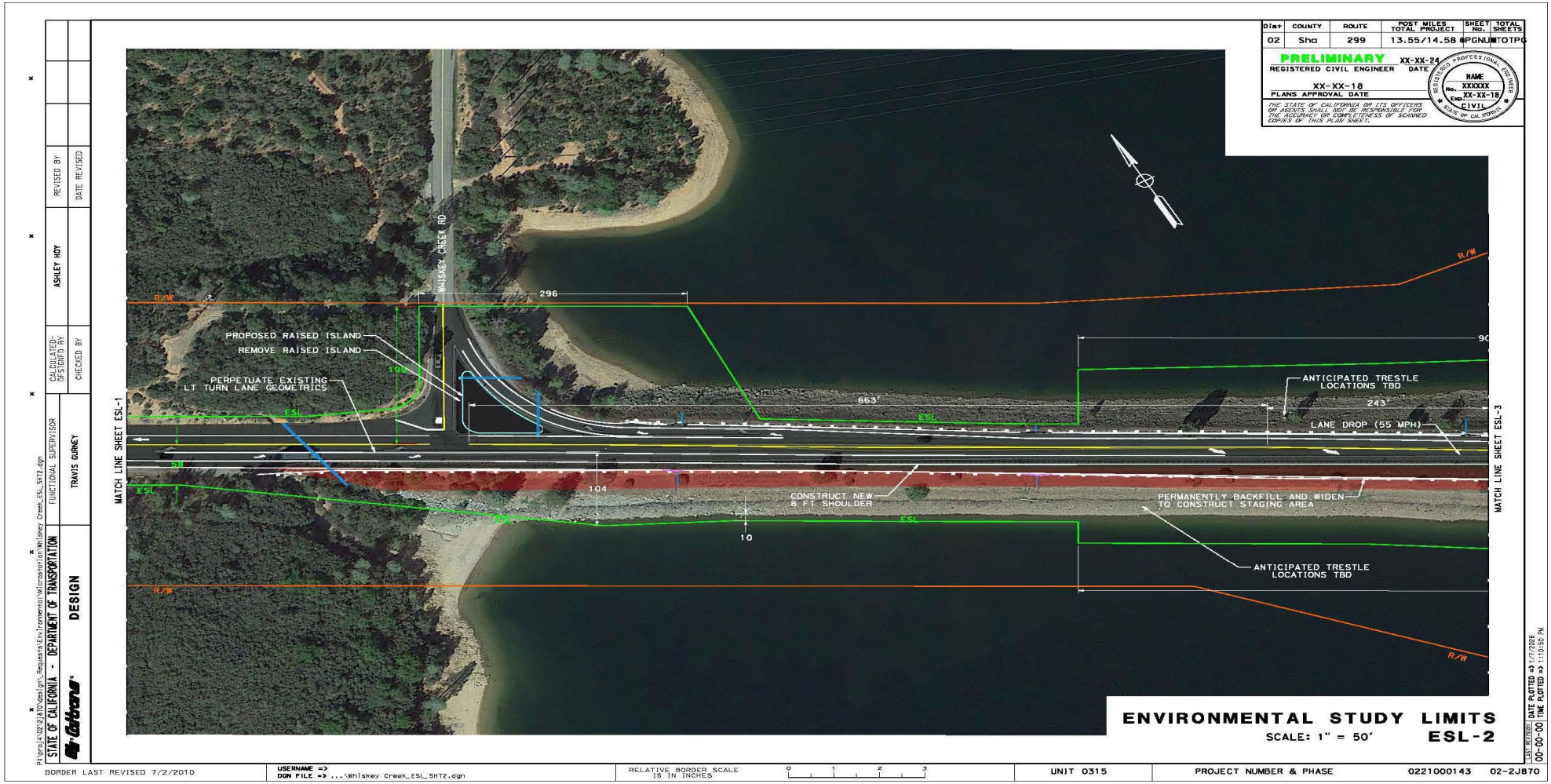
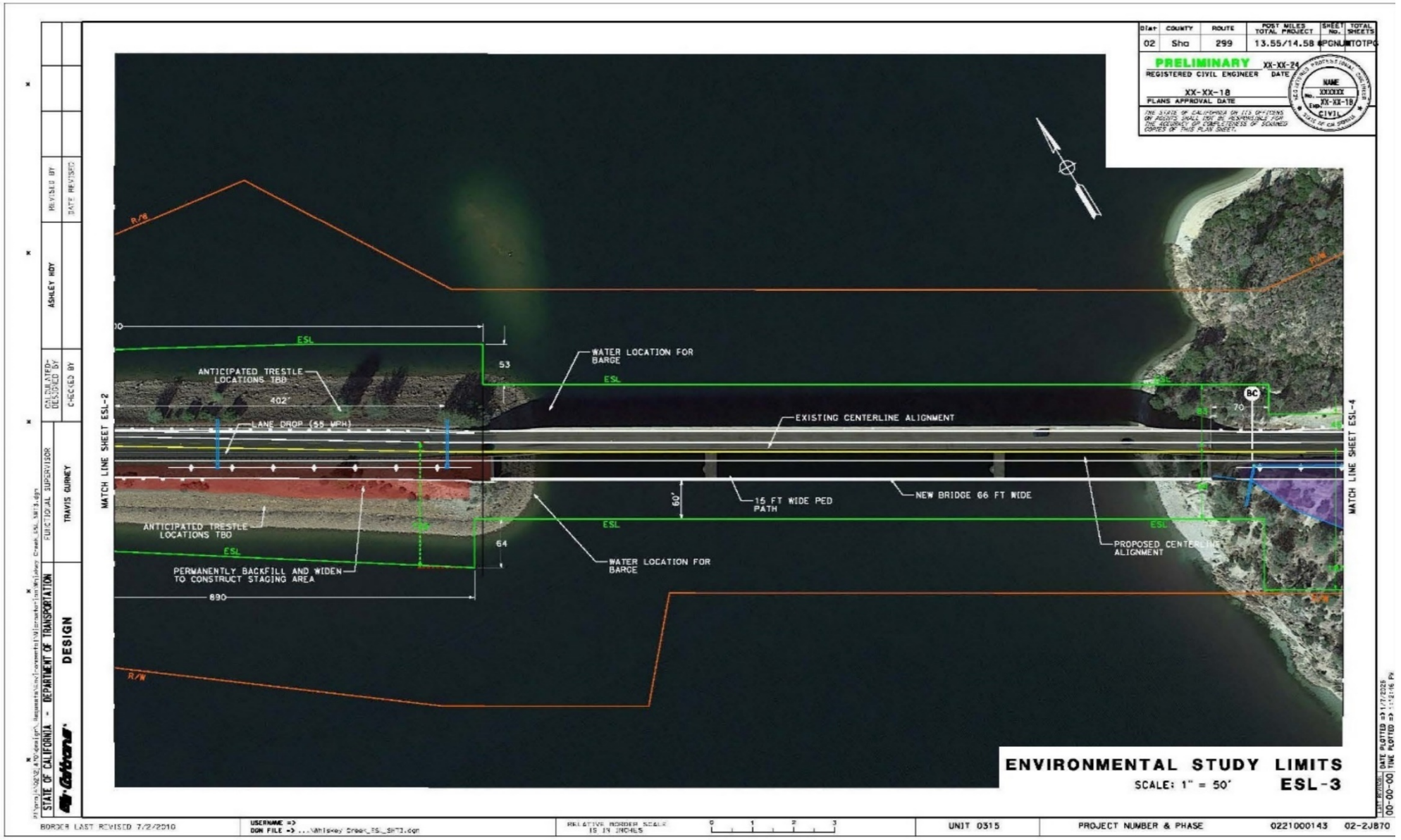


Figure 1. Project limits of the Whiskey Creek Bridge Project.


R/W
TO WEAVERVILLE
ESL
CONSTRUCT NEW
8 FT SHOULDER
MATCH LINE SHEET ESL-2
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
ESL-1
PRELIMINARY
REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TRAVIS GURNEY
ASHLEY HOY
BORDER LAST REVISED 7/2/2010
PROJECT NUMBER & PHASE
0221000143
02-2J870


WHISKEY CREEK RD
296
PROPOSED RAISED ISLAND
REMOVE RAISED ISLAND
PERPETUATE EXISTING
LT TURN LANE GEOMETRICS
196
ESL
R/W
SH
863'
ANTICIPATED TRESTLE
LOCATIONS TBD
243'
LANE DROP (55 MPH)
104
CONSTRUCT NEW
8 FT SHOULDER
10
PERMANENTLY BACKFILL AND WIDEN
TO CONSTRUCT STAGING AREA
ANTICIPATED TRESTLE
LOCATIONS TBD
MATCH LINE SHEET ESL-1
MATCH LINE SHEET ESL-3
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
ESL-2
PRELIMINARY
REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TRAVIS GURNEY
CALCULATED-DESIGNED BY
ASHLEY HOY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE => ...\Whiskey Creek_ESL_SHT2.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0315
PROJECT NUMBER & PHASE
0221000143
02-2J870


R/W
ESL
ANTICIPATED TRESTLE LOCATIONS TBD
402'
LANE DROP (55 MPH)
MATCH LINE SHEET ESL-2
53
WATER LOCATION FOR BARGE
EXISTING CENTERLINE ALIGNMENT
BC
70
MATCH LINE SHEET ESL-4
60'
15 FT WIDE PED PATH
NEW BRIDGE 66 FT WIDE
64
PERMANENTLY BACKFILL AND WIDEN TO CONSTRUCT STAGING AREA
890
PROPOSED CENTERLINE ALIGNMENT
PRELIMINARY
REGISTERED CIVIL ENGINEER
PLANS APPROVAL DATE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
ESL-3

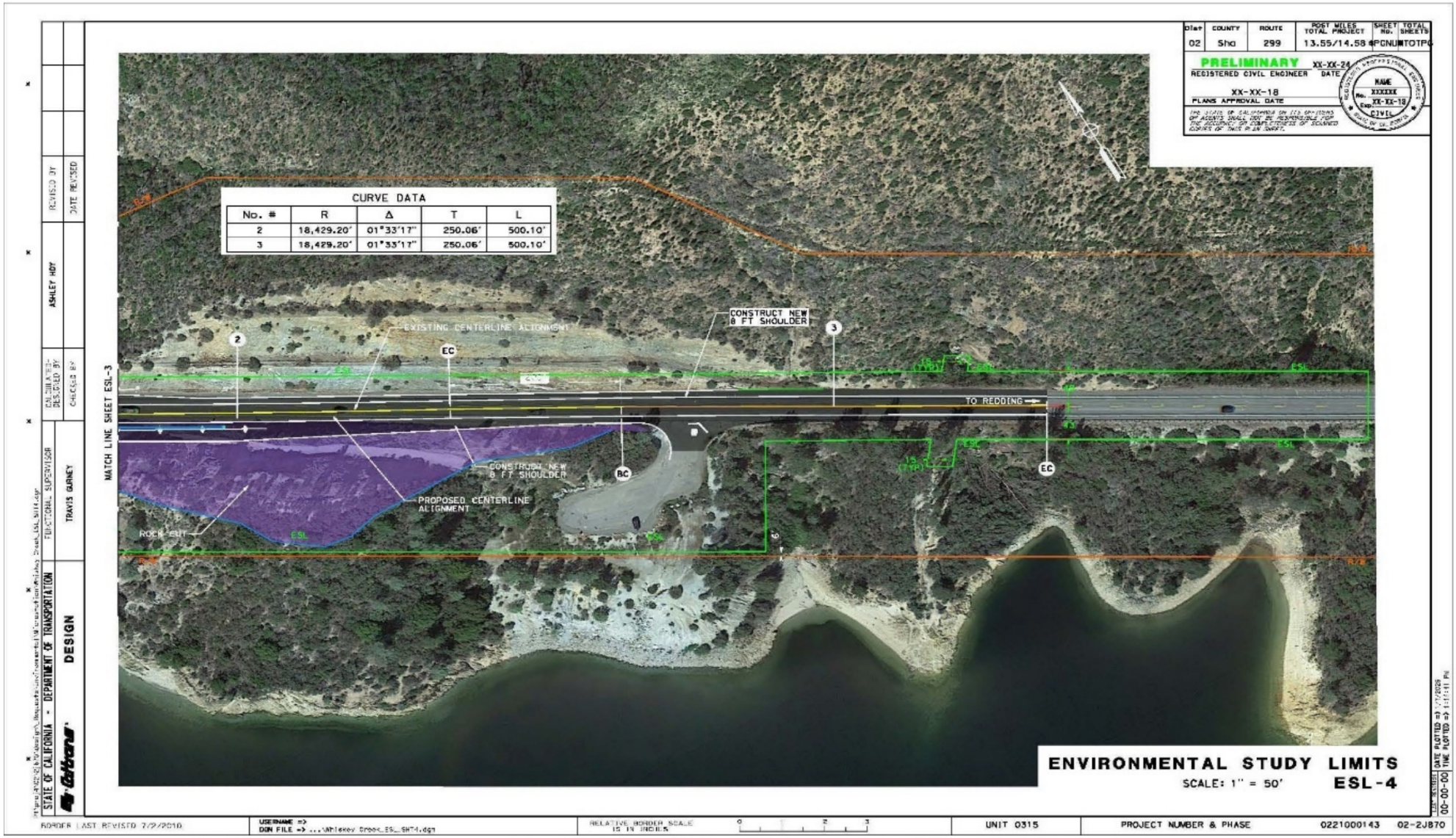


Figure 2. Project limits with Environmental Study Limits (ESL) and Caltrans Right of Way (ROW) boundaries

The scope of work would include:

- Widening State Route 299 from 33 feet to 66 feet
- 15-foot-wide bike and pedestrian path on the bridge portion only
- Excavating and constructing part of the existing abutments
- An embankment reinforcement geogrid would be placed for road widening
- Placement of 0.1-feet of Hot Mix Asphalt (HMA) and base quantities for widening and conforming earthwork to the new structure
- Trestles would be installed temporarily for construction (Figure 3)
- Extending existing drainages and installing new drainage systems
- Install new guardrail – Midwest Guardrail System (MGS)
- Install new concrete barriers
- Install new fencing along edge of pavements
- Clearing and grubbing
- Demolish the existing bridge superstructure
- Construct a new raised island, with stamped concrete, at the Whiskeytown Creek Road intersection at PM 13.87 to better accommodate truck turns

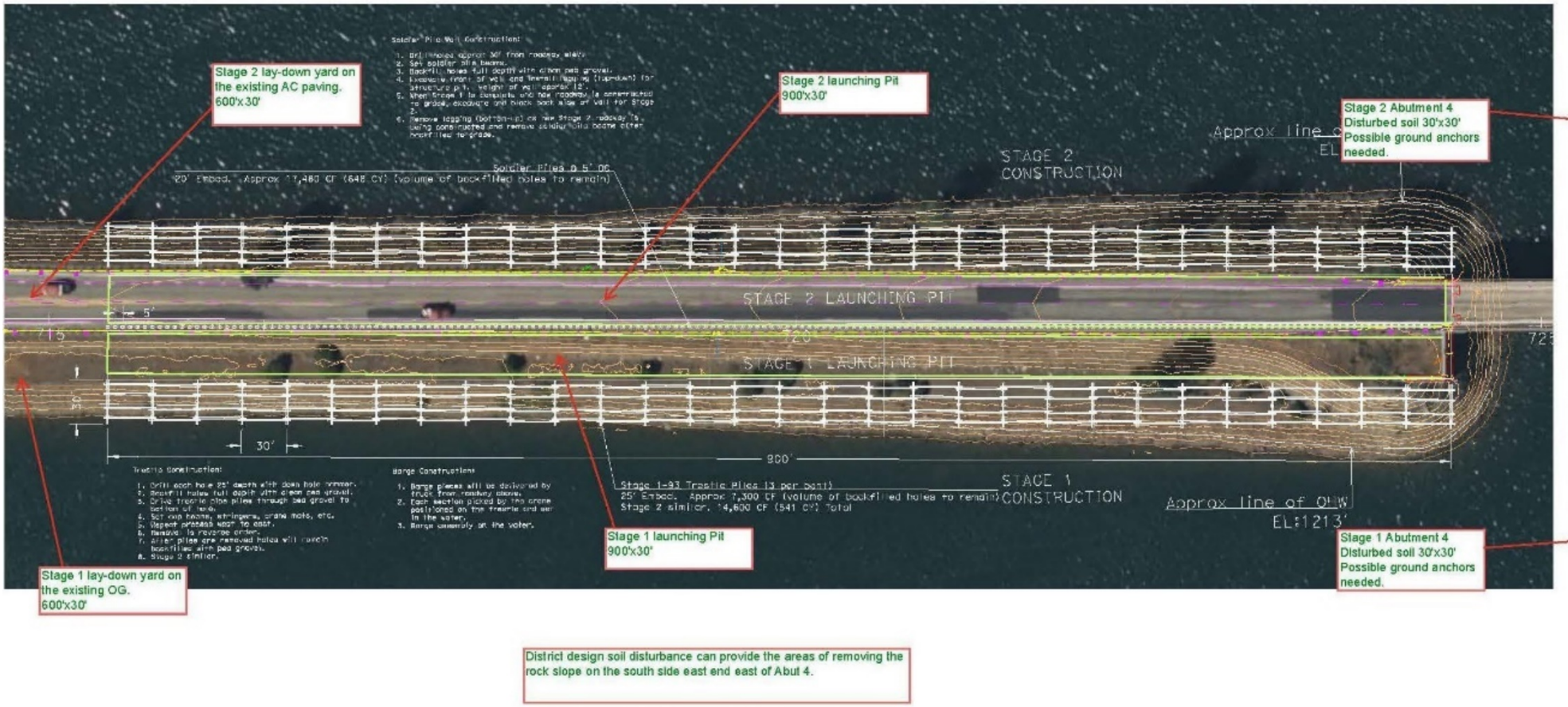


Figure 3. Proposed construction option utilizing temporary trestles.

To accommodate the bridge widening and to stage construction, two-way traffic handling would be utilized. Due to the widening, the centerline of the alignment would be shifted approximately 12 feet to the south from the current position. Bridge work would address the fracture critical components, the non-redundant two-beam girder design, and the fracture critical steel of the superstructure (including the deficient welds). The existing two-girder superstructure would be replaced with a four-girder superstructure per current design standards and would have a 6P permit load rating for freight mobility. The existing foundation system, bent caps, and columns would be utilized on this project; however, the top of the bent caps would require a carbon fiber reinforced polymer system retrofit to address lack of sufficient shear, flexure and confinement reinforcement.

The roadway on the west end of the bridge would be realigned to the south by extending the existing curve to the south and would include construction of 8-foot-wide shoulders. This would maintain a straight tangent alignment to the new bridge alignment. At the SR 99/Whiskey Creek Road intersection, the left-hand turn lane geometry from the eastbound lane onto Whiskey Creek Road would be perpetuated. The acceleration lane for eastbound traffic, from Whiskey Creek Road onto SR 299, would be extended to improve safety.

At the east end of the bridge, two reversing curves would be constructed to realign and transition the new alignment centerline back to the existing centerline. These reversing curves would be designed for a speed of 60 miles per hour and a minimum radius of 11,800' to maintain a normal crown throughout the transition. Rock excavation, to the south of SR 299, would be necessary to accommodate launching the new structure in Stage One and shifting traffic over to complete the remaining stages of construction.

The Whiskeytown National Recreation Area (NRA) and road connection at Post Mile 14.50 would be utilized during construction for staging. Proposed staging areas would utilize existing roadside pullouts within the project limits. No additional right of way would be acquired. The Whiskeytown National Recreation Area (NRA) and road connection at Post Mile 14.50 would be utilized during construction for staging and would be closed to the public during construction. Once construction is finalized, the road area would be paved.

Drainage improvements would involve upsizing one existing culvert at Post Mile 13.85 from 18-inch-diameter to 24-inch diameter and extending it to accommodate roadway widening. Overside drains impacted by the widening would also be replaced. New drainage systems would be added to accommodate drainage impacts due to the installation of new concrete barriers to protect pedestrians with drainage inlets of 18-inch-diameters and overside drains of 12-inch-diameters.

All fill required for widening and realigning the roadway would be on existing ground; no fill material would be placed within the lake. The pavement required to shift traffic during stage construction would be utilized as a pedestrian path upon completion of construction. No additional pedestrian paths are proposed beyond those included in the new bridge structure. There will be a mix of overlay and new structural section

construction. When completed, the whole project limits, excluding the bridge deck, will receive a thin blanket overlay.

A pedestrian/bike path is proposed on the new bridge structure only. No additional pedestrian path is proposed.

Construction Scenario

Typical construction equipment expected to be used if Alternative A were implemented includes dozers, loaders, graders, excavators, dump trucks, cranes, pile drivers, cement trucks, paving machines, pumps, compressors and similar bridge construction equipment.

Stage 1 of construction will include constructing the right half of the superstructure, while keeping traffic on the existing superstructure to the left. The girders will likely be launched or placed utilizing temporary structures supported by the existing piers. If the girders are launched, temporary trestles and/or barges may be needed to support the girders mid-span. A pit approximately 700' long x 42' wide x 13' deep may be excavated to the right of the existing western abutment (to the west of the proposed new abutment) to assemble, launch, or stage the steel girders for the construction of the superstructure. A similar receiving pit approximately 300' long x 42' wide x 13' deep will be excavated adjacent to the eastern existing abutment. Since the pits are adjacent to the existing bridge approach, a temporary earth retaining system may be needed to hold the existing road in place. The earth retaining system may consist of vertical steel piles set in concrete or gravel with horizontal members between the piles. The retaining system will be backfilled with dirt or rock. Retaining system materials above grade will be removed upon completion of construction. When Stage 1 of construction is complete, traffic will be moved to the new right half of the superstructure. During the majority of bridge construction operations, boat and recreational traffic under the bridge will have access under a portion of the bridge to maintain connectivity to the north eastern arm of the lake. However, under specific operations, such as launching girders, the area under the structure will be temporarily unavailable for public access. Restriction of access under the bridge is anticipated to be minimal, with closures taking place during the off season between September and May, approximately 4-6 times for 1-2 days per closure.

During Stage 2, the existing westbound half of the superstructure will be demolished/removed. The contractor will construct a catchment device to prevent debris from falling into Whiskeytown Lake consisting of a wood and/or steel platform. The contractor will likely utilize tools such as pneumatic hammers, excavators, and/or cranes. Reinforcing steel would be cut with a torch or mechanical cutting implement as necessary during the demolition. The deck would be removed first with the excavator working from the bridge deck. Once the deck is removed, the girders and steel bracing are likely to be removed with a crane atop a floating barge. It is anticipated that any debris would be removed with an excavator bucket, placed in a container, transferred to an approved staging area/temporary upland stockpile site, and ultimately be either recycled or disposed of at an approved upland site. Procedures will be implemented to minimize dust, including pre-wetting surfaces and runoff containment devices.

Stage 3 will include the construction of the left half of the superstructure, in a similar fashion to Stage 1. A temporary work trestle will be constructed on the north side of the western abutment, and launching and receiving pits will be excavated in line with the left half of the superstructure. The retaining system constructed for Stage 1 would be utilized for Stage 3 before it is removed.

The in-water piers would be removed as the final stage of bridge removal. All sizable concrete masses would be brought to an upland area for further reduction. It anticipated that any debris would be removed with an excavator bucket, placed in a container, transferred to an approved staging area/temporary upland stockpile site, and ultimately be either recycled or disposed of at an approved upland site.

Alternative B- No Build

Alternative B does not include any work to Whiskey Creek Bridge. The facility condition will continue to deteriorate, increasing maintenance needs and ultimately failing to provide mobility. The existing bridge has fracture critical components, which if the components fail may result in extensive repairs or total replacement of the bridge. Because there are no nearby detour routes around the bridge, SR 299 would lose connectivity between I-5 and the North Coast. Rural communities that rely on Redding for essential emergency and health service and economic means of survival would be forced to take lengthy detour routes such as SR 36 or 96. This alternative does not meet the purpose and need of the project.

The “No-Build” alternative assumes that the existing bridge would be maintained and substantial improvements would not be made. The structural integrity of the bridge would continue to deteriorate over time and permit loads would continue to be limited due to the width and weight capacity of the bridge. Structure maintenance costs would increase and the safety of maintenance workers and traveling public would be compromised, due to the narrow width of the bridge deck and the inherent risks to personnel associated with maintaining this type of structure. The structural integrity of the bridge would continue to decline, and rehabilitation or replacement would have to be addressed in the future.

3 OVERVIEW OF SECTION 4(F) PROPERTIES

Two resources within the project limits are eligible for consideration under Section 4(f), (1), the Whiskey Creek Bridge and (2), recreational areas of Whiskeytown National Recreation Area (NRA).

Whiskey Creek Bridge

FHWA has a nationwide programmatic Section 4(f) evaluation that applies to historic bridges. The Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges (Historic Bridges Programmatic) serves

mainly to streamline the process and does not change the substantive requirements of Section 4(f), that is, the evaluation of avoidance alternatives and all possible measures to minimize harm. Under the Historic Bridges Programmatic Evaluation, a historic bridge that is not a National Historic Landmark may be removed when there is no prudent and feasible alternative to save the bridge, and when Caltrans as assigned by FHWA has determined that all the requirements of the Historic Bridges Programmatic have been met, including consultation with the State Historic Preservation Office (SHPO), Caltrans Cultural Studies Office, and the Advisory Council on Historic Preservation (ACHP), if participating, and entering into a Memorandum of Agreement to resolve adverse effects under Section 106, if appropriate.

Whiskey Creek Bridge (No. 06-0096) is eligible for listing in the NRHP under Criterion C at the state level of significance for its advancements in the use of new steel alloys within the context of steel-beam design. The Whiskey Creek Bridge was part of the SR 299 realignment related to the creation of Whiskeytown Lake. “The bridge was constructed in 1961 during a period of rapid development for the California statewide highway network overall, which in turn elevated the demand for economical designs such as was employed on the Whiskey Creek Bridge,” (McMorris 2025:11) (Caltrans 2025k). Designed by Roger D. Sunbury with input from welding technologist Paul G.Jonas, the three-span steel-and-concrete plate girder bridge featured a record-breaking 350-foot center span—the longest of its kind in California at the time.

In June 2025, Caltrans, as assigned by the FHWA, determined that the Section 4(f) evaluation for the Whiskey Creek Bridge qualifies for consideration under the Programmatic Section 4(f) process. This determination was based upon the findings presented in reports, agreements between responsible parties, and consultations with responsible and trustee agencies and interested parties. The primary documents used to reach this conclusion are listed in Table 1, below:

Table 1

Documentation	**Date**
Historic Property Survey Report (HPSR, Archaeological Survey Report (ASR), & Historical Resource Evaluation Report (HRER)	8/12/25
Draft Finding of Effect (FOE) with a finding of Adverse Effect	8/12/25
MOA	Pending; SHPO has approved HPSR and FOE, still waiting on MOA approval.

Whiskeytown National Recreational Area

Whiskeytown National Recreation Area (NRA) includes recreational amenities, such as trails, picnic areas, and lake access. Kayaking, boating, and other water related recreation are key activities, features, and attributes of Whiskeytown Lake.

Whiskeytown Lake is a major regional destination for tourists and residents near the project; it is designated as open space and located on SR 299. Whiskeytown Lake is owned and operated by the National Park Service and is subject to the Park Preservation Act.

The lake is a recreational resource where the public has access to water activities such as boating, fishing, swimming, etc. as well as access to nearby hiking trails, a historic district, and campsites. Three boat ramps are located around the perimeter of the lake (Figure 4). Boaters are known to tie up or haul out around the perimeter of the lake to stop for breaks. The Whiskey Creek Bridge crosses over Whiskeytown Lake and bisects the north eastern arm of the lake. The north eastern arm of Whiskeytown Lake is approximately 296 acres, whereas the remainder of the lake is approximately 2,752 acres.

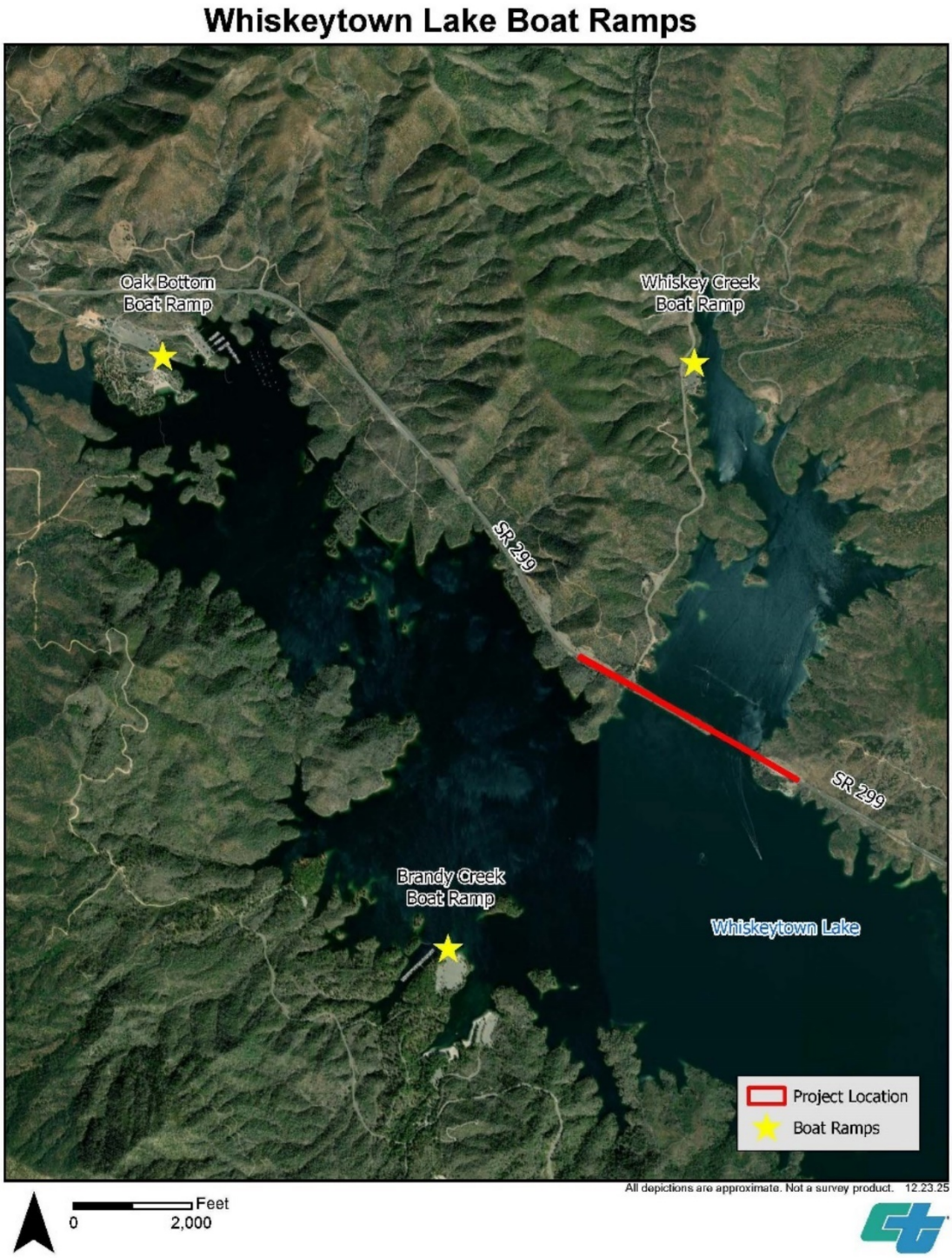


Figure 4. Whiskeytown Lake boat ramp locations. Three designated boat ramps are located around the perimeter of the lake. Access would remain open to all the boat ramps during the entirety of construction. Restrictions would be placed on passing under the project limits during certain construction activities, such as girder placement, for the safety of the public.

4 WHISKEY CREEK BRIDGE PROGRAMMATIC DETERMINATION

IMPACTS TO THE WHISKEY CREEK BRIDGE (BRIDGE NO. #06-0096)

This section describes how each alternative would affect the Whiskey Creek Bridge, the reasons to use a Programmatic Determination, and alternatives and minimization measures that will be in place to reduce impacts to the subject Section 4(f) property.

Alternative A (Superstructure Replacement)

Under Alternative A, a new bridge superstructure will be constructed on the existing concrete piers. The new superstructure will be three spans, consisting of 11-ft high steel I-beams that will sit atop the concrete piers. The beam length for the center span is 350 ft, while the outer spans are 263 ft. The existing bridge would remain in place and in use for traffic to be maintained until the new bridge is completed, at which time the existing bridge would be demolished. Alternative A would remove the historic bridge from this location entirely, thereby eliminating a historic property, which constitutes a “use” of the historic bridge under the terms of the Programmatic Section 4(f) and a significant adverse effect under Section 106.

Alternative B (No-Build)

Under Alternative B, the existing Whiskey Creek Bridge would be maintained without substantial structural changes or improvements. The uses and functions of the existing Whiskey Creek Bridge (Bridge No. #06-0096) would remain in the present condition. Under this alternative there would be no impacts to the Section 4(f) Bridge; therefore, the No Build alternative does not constitute a “use” under Section 4(f).

PROGRAMMATIC DETERMINATION

FHWA has a nationwide programmatic Section 4(f) evaluation that applies to historic bridges. The Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges (Historic Bridges Programmatic) serves mainly to streamline the process and does not change the substantive requirements of Section 4(f), that is, the evaluation of avoidance alternatives and all possible measures to minimize harm. Under the Historic Bridges Programmatic Evaluation, a historic bridge that is not a National Historic Landmark may be removed when there is no prudent and feasible alternative to save the bridge, and when Caltrans as assigned by FHWA has determined that all the requirements of the Historic Bridges Programmatic have been met, including the State Historic Preservation Office (SHPO), Caltrans Cultural Studies Office, and the Advisory Council on Historic Preservation (ACHP), if participating, entering into a Memorandum of Agreement to resolve adverse effects under Section 106.

The historic bridges covered by programmatic Section 4(f) evaluations are unique because they are historic, yet also part of either a Federal-aid highway system or a state or local highway system that has continued to evolve over the years. Even though these structures are on or eligible for inclusion on the National Register of Historic Places, they must perform as an integral part of a modern transportation system. When they do not or cannot perform as an integral part of a modern transportation system, they must be rehabilitated or replaced in order to provide for public safety while maintaining system continuity and integrity. For the purpose of this programmatic Section 4(f) evaluation, a proposed action will "use" a bridge that is on or eligible for inclusion on the National Register of Historic Places when the action will impair the historic integrity of the bridge either by rehabilitation or removal.

This programmatic Section 4(f) evaluation may be applied by FHWA to projects which meet the following criteria:

- The bridge is to be replaced or rehabilitated with Federal funds.

- The project will require the use of a historic bridge structure which is on or is eligible for listing on the National Register of Historic Places.

- The bridge is not a National Historic Landmark.

- The FHWA Division Administrator determines that the facts of the project match those set forth in the sections of this document labeled Alternatives, Findings, and Mitigation.

Agreement among the FHWA, the SHPO, and the ACHP has been reached through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA).

As documented below, the replacement alternative meets the applicability criteria and the required findings of the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (1983). The above referenced applicability criteria and required findings are presented in the text below:

1. The bridge is to be replaced or rehabilitated with federal funds.

Response 1: Yes. The Whiskey Creek Bridge would be replaced using state, federal, and IIJA funds.

2. The project would require the use of a historic bridge structure that is on or is eligible for listing in the NRHP.

Response 2: Yes. The Whiskey Creek Bridge (Bridge No. 06-0096) is eligible for inclusion in the NRHP with regard to the timeframe in which it was completed (1961).

3. The bridge is not a National Historic Landmark.

Response 3: Yes. The Whiskey Creek Bridge is not a National Historic Landmark.

4. The Federal Highway Administration (FHWA) administrator determined that the facts of the project match those set forth in the sections of this document labeled Alternatives, Findings, and Mitigation.

Response 4: Yes. The 327 and CE Assignment MOUs assign approval of Section 4(f) Evaluations and determinations to Caltrans, including coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Caltrans has determined that the facts of the project match and have been addressed in the Alternatives, Findings, and Mitigation section.

5. Agreement among FHWA, the SHPO, and the Advisory Council on Historic Preservation (ACHP) has been reached through procedures pursuant to Section 106.

Response 5: Consultation and coordination with the SHPO has occurred throughout the project timeline. Section 106 Finding of Effect and Historic Property Survey Report have been concurred with.

AVOIDANCE ALTERNATIVES AND FINDINGS

As required under the terms of the Programmatic Section 4(f) for historic bridges, the purpose of this section is to examine alternatives that would avoid the "use" of a Section 4(f) resource, and to determine whether such avoidance alternatives are prudent and feasible.

Feasible and Prudent Avoidance Alternative

Under Section 4(f), an alternative that completely avoids the use of Section 4(f) property must be selected unless it would not be "feasible and prudent" to construct it [49 USC 303(c)]. According to 23 CFR 774.17, an alternative is not considered feasible if "it cannot be built as a matter of sound engineering judgment."

An alternative is not considered prudent if:

1. it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

2. it results in unacceptable safety or operation problems;

3. after reasonable mitigation, it still causes:

    a. severe social, economic, or environmental impacts;

    b. severe disruption to established communities;

    c. severe disproportionate impacts to minority or low-income populations;

    d. or severe impacts to environmental resources protected under other Federal statutes;

4. it results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

5. it causes other unique problems or unusual factors;

6. or it involves multiple factors (in this definition) that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

The Programmatic Section 4(f) for historic bridges dictates that the following avoidance alternatives must be considered:

1. Do nothing (no build)

2. Build a new structure at a different location without affecting the historic integrity of the old bridge, as determined by procedures implementing the NHPA.

3. Rehabilitate the historic bridge without affecting the historic integrity of the structure, as determined by procedures implementing the NHPA.

Avoidance Alternative 1 – Do Nothing

Avoidance Alternative 1 is equivalent to proposed project Alternative B (No Build). Although it is feasible and would avoid using the Section 4(f) resource, Avoidance Alternative 1 does not pass the test for prudence. Avoidance Alternative 1 does not meet the stated purpose and need of the proposed project, which is to improve safety and load carrying capacity for the structurally deficient Whiskey Creek Bridge. It also

does not plan for the inevitable need to the replace the structure. The existing bridge has exceeded its designed service life and requires an increasing amount of maintenance and repair to keep it in service.

Avoidance Alternative 2 – Building on New Location without Using the Old Bridge

A new bridge could be built on a separate alignment, thereby leaving the existing structure in place. However, due to the condition of the existing bridge, it would still need to be rehabilitated and maintained. Also, it would not provide acceptable utility as a modern highway crossing as it would still have non-standard shoulder width, bridge rail and the safety and operational concerns on SR 299 would still exist. This would more than double the cost of the proposed action. Given the costs associated with maintenance and liability issues associated with owning and maintaining such a structure, it is unlikely that any agency or organization would desire to take ownership of the bridge. It would not be prudent for Caltrans to maintain ownership and maintenance responsibilities of the existing structure and therefore this alternative is not under consideration.

Avoidance Alternative 3 – Rehabilitation without Affecting the Historic Integrity of the Bridge

An attempt could be made to rehabilitate the existing bridge without affecting its historic integrity. However, the bridge is considered to be historic based on the construction methods of the T-1 welds used on the steel girders of the bridge. Caltrans studies have determined that the T-1 welds are now fracture critical and are starting to fail. In order to repair and strengthen the bridge to comply with seismic and safety standards, the T-1 welds must be removed. The extent and type of work needed to rehabilitate the historic bridge would not be known until extensive structural testing was completed. Even if this would occur, it is deemed not prudent based upon the following:

- The rehabilitated structure would still have a limited service life, only deferring the need to replace the structure in the near future.
- The rehabilitation strategy would not address the non-standard shoulder width and bridge railing. This could be accomplished, but the costs to do so would be unreasonable.

MEASURES TO MINIMIZE HARM TO SECTION 4(F) PROPERTY

As discussed in the previous section, none of the Avoidance Alternatives are considered prudent in accordance with the FHWA definition. Avoidance of adverse effects upon historical resources relative to the proposed project is attainable only with Alternative B, the no-build alternative. Even then, the rehabilitated structure would have a limited service life before replacement would be required. The replacement would only

be deferred for an undetermined period of time and proper planning for replacement may be difficult.

The Department has prepared a Finding of Effects (FOE), which is a determination that the project, with implementation of Alternative A (build new bridge and remove existing bridge) would result in an adverse effect to a historic property, the Whiskey Creek Bridge. The Department plans to enter into a Memorandum of Agreement (MOA) with the SHPO and the Advisory Council on Historic Preservation (ACHP) which takes into account the project's effects on the Whiskey Creek Bridge and specifies mitigation to be completed by Caltrans.

To resolve these effects, Caltrans has drafted a Memorandum of Agreement (MOA) pursuant to 36 CFR §800 (Section 106) in coordination with the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), and the SHPO. The MOA specifies mitigation commitments, which include:

- Preparation of a permanent record of the Whiskey Creek Bridge in accordance with Historic American Engineering Record (HAER) standards.
- Installation of an interpretive display panel at the visitor viewing area near PM 14.52, featuring photographs, a line drawing of the bridge, a brief history, a description of its engineering features, and its significance. The panel may also include a QR code linking to a Caltrans or National Park Service webpage with additional information and a documentary.
- Production of a 5–10-minute film by Caltrans District 2, or their consultant, in coordination with Whiskeytown NRA, documenting the bridge's construction, engineering, and role in Shasta County history.

Based on current consultation efforts with the SHPO and other parties, the Department anticipates receiving a letter of concurrence on the FOE and approval of the MOA.

COORDINATION

A Notice of Intent (NOI) will be advertised in accordance with the California Environmental Quality Act Guidelines. The NOI will be sent to public agencies with discretionary approval authority and/or jurisdiction over resources held in trust for the public, and other appropriate public agencies, organizations, and individuals with an interest in the proposed project. The purpose of the NOI is to obtain early comments on the proposed project, project alternatives, and potential environmental effects of the project. Comments will be addressed in the Final Environmental Document.

The Department [Caltrans] prepared a Finding of Adverse Effect (FAE) which determined that implementation of Alternative A—construction of a new bridge and

removal of the existing Whiskey Creek Bridge—would result in an adverse effect to a historic property. During the environmental studies phase, Caltrans applied the Criteria of Adverse Effect pursuant to 36 CFR §800.5(a)(1) and found that the undertaking would adversely affect the National Register of Historic Places (NRHP)-eligible Whiskey Creek Bridge (Bridge No. 06-0096). The bridge was previously determined eligible for listing in the NRHP under Criterion C at the state level of significance for its innovations in steel-beam design using new steel alloys (FHWA-CATRA_2025_0509_001). The State Historic Preservation Officer (SHPO) concurred with this finding on September 23, 2025 (Letter No. FHWA-CATRA_2025_0509_001).

5 WHISKEYTOWN NATIONAL RECREATION AREA RECREATION USE DE MINIMIS DETERMINATIONS

This section discusses de minimis impact determinations under Section 4(f). Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users amended Section 4(f) legislation at 23 138 and 49 USC 303 to simplify the processing and approval of projects with only de minimis impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation determines that a transportation use of Section 4(f) property, after consideration of impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 CFR 774.3 and 774.17. A de minimis impact is one that, after considering measures to minimize harm, results in either:

(1) A Section 106 finding of no adverse effect or no historic properties affected on a historic property; or (2) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including no adverse effect determinations, as well as coordination with those agencies with jurisdiction over a Section 4(f) resource that may be affected by a project action.

Whiskeytown National Recreation Area

Whiskeytown National Recreation Area (NRA) is a popular attraction for recreation. The Whiskeytown NRA contains access to hiking trails, camping, and Gold Rush history, but is predominantly used for recreational water based activities (e.g., boating, fishing, kayaking, swimming, etc.). Three boat ramps are available to the public, Oak Bottom Boat Ramp, Brandy Creek Boat Ramp, and Whiskey Creek Boat Ramp (Figure 4).

Description of Proposed Use

Alternative 1 (New superstructure) would require temporary occupancy of the parking area at Post Mile (PM) 14.50 and the waterway under the bridge during construction.

Staging for the project will take place throughout the project limits in pullouts. The main staging area will be located at PM 14.50, and for the safety of the public, it will need to be restricted to the public during construction activities. This parking area does not have any direct access to any designated recreational boat ramps, beaches, or hiking trails. Once construction has been finalized, the pullout at PM 14.50 would be paved.

During the majority of bridge construction operations, boat and recreational traffic will have access under a portion of the bridge to maintain connectivity to travel back and forth from the north eastern arm of the lake. However, under specific operations, such as launching girders, the area under the structure will be temporarily unavailable for public access. Restriction of access under the bridge is anticipated to be minimal, with closures during the recreational off season between September to May, taking place approximately 4-6 times for 1-2 days per closure. This restriction, out of the approximate 450 working days planned for construction, would have minimal effects on recreational users who want to use the waterway below the bridge. During construction all three boat ramps (Oak Bottom Boat Ramp, Brandy Creek Boat Ramp, and Whiskey Creek Boat Ramp) will be open to the public during the entirety of construction. The temporary occupancy would occur from restricting access under Whiskey Creek Bridge during certain construction activities. The public could still use the main portion of the lake for boating activities by accessing the Oak Bottom Boat Ramp or Brandy Creek Boat Ramp, or could use the entirety of the north eastern arm of the lake by accessing the Whiskey Creek Boat Ramp. During the restriction period, the public would not be able to go back and forth from the main portion of the lake to the north eastern arm and vice versa.

De Minimis Determination

A de minimis determination has been made for Whiskeytown Recreation Area as a portion of construction activities would temporarily impact the park's activities, features, and attributes.

Temporary use during construction would impact the public's ability to utilize a parking area and pass under the bridge to reach recreational areas on one side or the other of the lake. Mitigation measures for these temporary uses are described as follows:

- Public outreach would be conducted prior to parking area and waterway closure
- Paving of the parking area would take place once construction was complete
- Restore temporarily restricted access to previous access once activities such as girder launching, which is unsafe for the public to travel under, has been completed.
- Work that required waterway closure would be scheduled during the off-peak recreational season.

- Implement best management practices regarding dust management, noise dampening, and locating equipment and material staging in areas with low visual access or shield as possible.

Coordination with Official Jurisdiction

Caltrans has engaged with the National Recreation Area regarding potential impacts to the park. These coordination meetings have occurred throughout the Whiskey Creek Bridge Project development, as National Recreation Area staff have been included throughout the project development. This continued during the development of the environmental studies as the National Park Service assisted with the review and feedback of studies and findings, helping to progress key project features. In addition, throughout project development, formal and informal update meetings with the National Park Service staff have occurred to share progress and help ensure consistency with the National Park Service goals and functional use of the bridge. The National Park Service has concurred with the Department of Transportation Act of 1966, Section 4(f) de minimis determination.

6 RESOURCES EVALUATED RELATIVE TO SECTION 4(F) REQUIREMENTS

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

This section of the evaluation discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property.

Archaeological Sites

Archaeological sites are protected under Section 4(f) only if, after consultation with the appropriate consulting parties, it is determined that they have value beyond what can be learned by data recovery and are important for remaining in place. The Archaeological Survey Report determined that archaeological sites did not occur at the project site; therefore, there would be no use of an archaeological site. Although known archaeological sites would not be affected, there is some potential to uncover unknown sites during construction. To protect unknown archaeological sites, Caltrans Best Management Practices and Standard Measures will be implemented during construction.

7 SECTION 6(F)

The Land and Water Conservation Fund (LWCF) Act was established by Congress in 1964 to fulfill a bipartisan commitment to safeguard natural areas, water resources and cultural heritage, and to provide recreation opportunities to all Americans. The LWCF program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. Section 6(f) of the LWCF Act prohibits the conversion of property acquired or developed with these grants to a nonrecreational purpose without the approval of the Department of Interior's National Park Service. Within California, the federal LWCF program is administered by State Parks Office of Grants and Local Services. The office maintains a database of projects funded under the LWCF program since 1964 (State Parks 2020). Based on a search of the database, LWCF grants were not used for the MGDSP or for other parks in the area; therefore, review under Section 6(f) is not required.