DURHAM PENTZ INTERSECTION

Initial Study with Proposed Negative Declaration



BUTTE COUNTY, CALIFORNIA

DISTRICT 3 – BUTTE – 191 – POST MILES 3.28 to 3.78

EA 03-3J930 / EFIS 0323000037

Prepared by the
State of California Department of Transportation

January 2026

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental impacts of the Durham Pentz Intersection Project on State Route 191 in Butte County, California.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, details on the project scope of work, how the existing environment could be affected by the project, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and related technical studies are available upon request at:
    - Butte College Library, 3536 Butte Campus Drive, Oroville, CA 95965
    - Butte County Public Library Chico Branch, 1108 Sherman Avenue, Chico, CA 95926
    - Butte County Public Library Oroville Branch, 1820 Mitchell Avenue, Oroville, CA 95966
    - This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-butte-county
- We'd like to hear what you think. If you have any comments about the proposed project. Send your written comments to Caltrans by February 4, 2026.
- Please send comments via U.S. mail to:

    California Department of Transportation
    North Region Environmental – District 3
    Attention: Caitlin Greenwood
    703 B Street
    Marysville, CA 95901
- Send comments via e-mail to: 03_3J930_Project_Inbox@dot.ca.gov

    Be sure to send comments by the deadline: February 4, 2026

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may give environmental approval to the proposed project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Alternate Formats:

To obtain a copy in an alternate format other than the one provided, please submit a request to Caltrans, Attention: Megan Reese, District 3, 703 B Street, Marysville, CA 95901, (530) 701-7715 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.

State Clearinghouse # – Pending
District 3 – Butte–191–PMs 3.28/3.78
EA 03-3J930/EFIS 0323000037

DURHAM PENTZ INTERSECTION PROJECT

Improvements to the Durham Pentz Road Intersection on State Route 191 in Butte County, between Post Miles 3.28 and 3.78 south of Paradise

Initial Study with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Thaleena Bhattal
Acting For Erin Dwyer, Office Chief
North Region Environmental – District 3
California Department of Transportation
CEQA Lead Agency

12/29/25
Date of Approval

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

California Department of Transportation
North Region Environmental – District 3
Attn: Caitlin Greenwood
703 B Street
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(530) 821-8296

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State Clearinghouse Number: Pending

PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to improve the existing roundabout at the intersection of State Route 191 with Durham Pentz Road.

Draft Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to changes 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 for the following reasons:

The proposed project would have *no impact* on

- Aesthetics
- Air Quality
- Cultural resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise

- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Wildfire

In addition, the proposed project would have *less than significant impacts* to

- Agriculture and Forestry Resources
- Biological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Utilities and Service Systems
- Mandatory Findings of Significance

Thaleena Bhattal

Acting For Erin Dwyer, Office Chief
North Region Environmental – District 3
California Department of Transportation
CEQA Lead Agency

12/29/25

Date of Approval

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CHAPTER 1. PROPOSED PROJECT

1.1 General Project Information

Project Title: Durham Pentz Intersection

Lead Agency Name, Address, Contact Person, and Phone Number

Caltrans District 3
703 B Street
Marysville, CA 95901
Attn: Caitlin Greenwood
(530) 821-8296

Project Location

The proposed project is located on State Route (SR) 191 at the intersection of Durham Pentz Road in Butte County between Post Miles (PM) 3.28 and 3.78 (Figures 1 and 2). The proposed project is approximately 4.42 miles east of SR 99, 6.00 miles south of Paradise, and 8.55 miles north of Oroville. Butte College is about 0.5 miles west of the proposed project.

General Plan Designation and Zoning

The area surrounding the proposed project is zoned General Commercial and Agricultural. The properties zoned General Commercial are located to the northeast, southeast, and southwest quadrants of the intersection. Some rural and foothill residential properties are located to the north, west, and east of the project area. The Butte College campus is located to the west and is zoned Public (County of Butte 2023a).



Figure 1. Project Vicinity Map

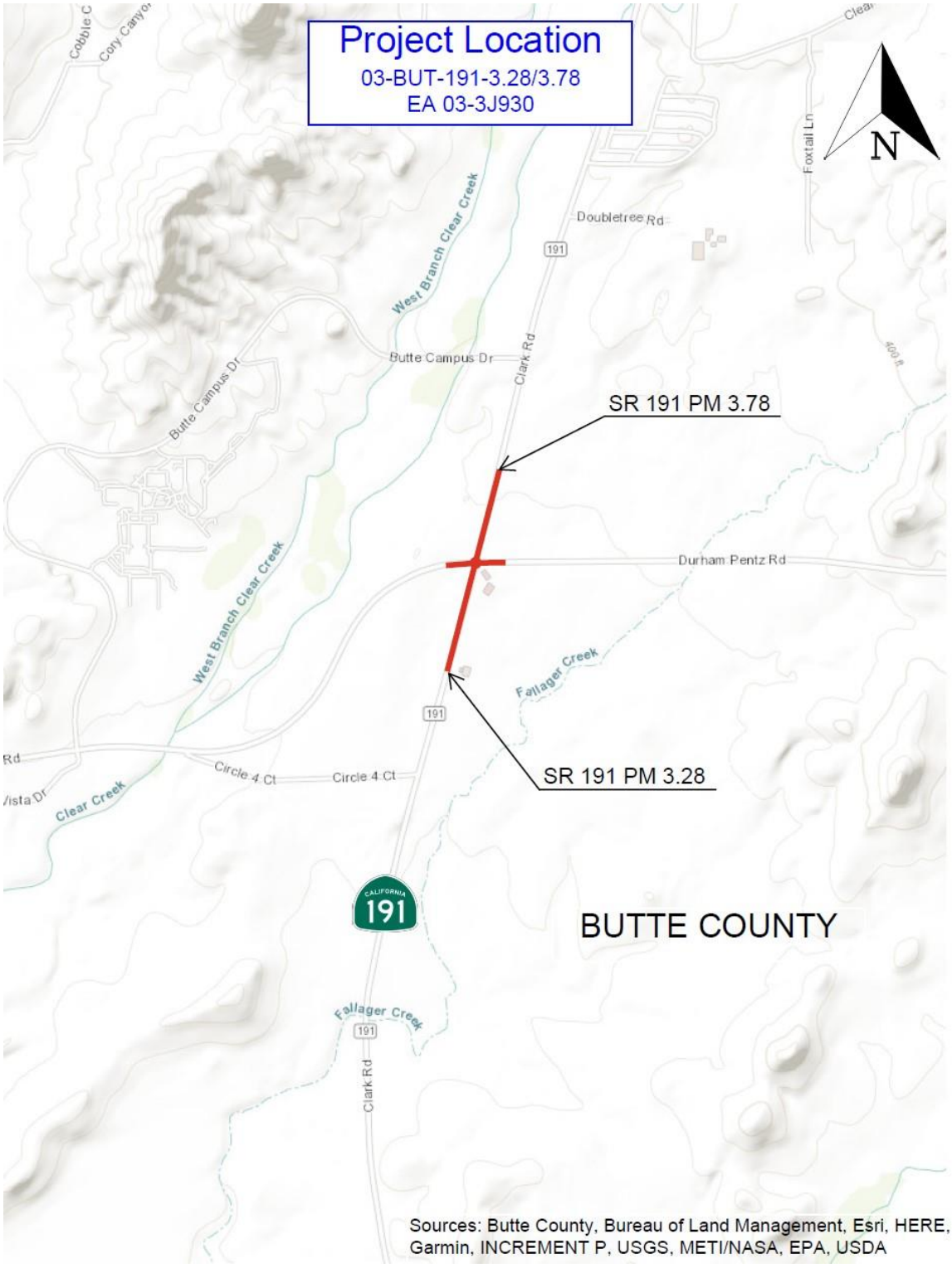


Figure 2. Project Location Map

Surrounding Land Use and Setting

Land use in the area is predominately rural, undeveloped grassland. At the northwest corner of the intersection, there is a small, landscaped area with a sign for Butte College which is approximately 0.5 miles west of the proposed project. At the northeast corner there is farmland and rangeland. At the southeast corner of the intersection there is a gas station, convenience store, and a home and garden store. The roundabout is at the intersection of SR 191 and Durham Pentz Road. SR 191 is a north-south minor arterial route between SR 70 and Paradise. Durham Pentz Road is an east-west county road between SR 99 and Pentz Road.

Tribal Consultation

On June 12, 2025, the Native American Heritage Commission (NAHC) was requested to review the Sacred Lands Files (SLF) for any Native American sacred site within or adjacent to the project area. Caltrans received the SLF results on June 12, 2025, which were negative for sacred lands. The NAHC also provided a Native American Contact List which was used to complete the project consultation. Initial correspondence was sent June 16, 2025, with follow-up emails on July 16, 2025, to the following tribal entities:

- Matthew Williford, Chairperson, Konkow Valley Band of Maidu Indians
- Dennis Ramirez, Chairperson, Mechoopda Indian Tribe
- Benjamin Clark, Chairperson, Mooretown Rancheria of Maidu Indians
- Richard Johnson, Chairperson, Nevada City Rancheria Nisenan Tribe
- James Russ, President, Round Valley Reservation/ Covelo Indian Community

On July 16, 2025, the Chairman for Konkow Valley Band of Maidu Indians, Matthew Williford, responded to a follow up email stating that while the project does not contain any known resources known to them. Konkow Valley Band of Maidu Indians wanted to open consultation because of the proximity to other sites and resources.

A consultation focus meeting to go over project details took place on July 25, 2025, with Caltrans District Native American Coordinator (DNAC) Katie Jorgensen Abernathy and Chairman Williford and Wayne Nine of the Konkow Valley Band of Maidu Indians.

After reviewing project plans, a follow-up email was sent by the Caltrans DNAC to Chairman Willford to determine if there were any questions or concerns regarding the updated project plans. To date, no response has been received. The proposed project area was previously monitored for the construction of the existing roundabout with no resources located, Chairman Williford suggested a field meeting to look at locations of ground-disturbing activities. At the time of the meeting, it was noted the project plans were being altered for biological issues; therefore, it was agreed a field visit would be conducted after receiving the newly altered project plans. On August 7, 2025, Caltrans DNAC sent updated project plans to Chairman Williford asking that he review the new plans and, if he still wanted to do a field visit, let the DNAC know so a site visit could be scheduled. No response was received.

On September 9, 2025, a follow-up email was sent by the Caltrans DNAC to Chairman Willford to determine if there were any questions or concerns regarding the updated project plans. To date, no response has been received.

All consultation efforts with tribal partners and local historical societies are ongoing and will remain open for the life of the project.

1.2 Purpose and Need

Purpose

The purpose of the proposed project is to improve safety by reducing the frequency and severity of collisions at the intersection of SR 191 and Durham Pentz Road.

Need

Improvements to the intersection are required to improve safety and direct traffic flow. The intersection is a painted temporary roundabout that was completed as an emergency project after the 2018 Camp Fire. Observations of the intersection show that drivers often disregard the intended circular flow and drive straight through the intersection. The intersection reported a total of 21 collisions in the 5-year period

from January 1, 2017, to December 31, 2021, involving five injuries and one serious injury.

1.3 Project Description

The California Department of Transportation (Caltrans) proposes to improve the existing intersection at SR 191 with Durham Pentz Road from PMs 3.28 to 3.78. The current intersection configuration is a single-lane, four-leg temporary roundabout with painted features and a gravel central island. The posted speed limit is 55 mph on all legs. Prior to the temporary roundabout, this intersection was a four-way stop with an overhead flashing beacon. This intersection was changed to a temporary roundabout after the 2018 Camp Fire to help reduce delays to trucks removing debris from the Paradise area. All temporary improvements were completed within the available right of way.

The proposed project would improve the existing temporary roundabout through installation of a permanent roundabout with a larger inscribed circle diameter, raised splitter islands, raised truck apron, and chicanes. Splitter islands are raised or painted areas at the roundabout approach which separate entering and exiting traffic. They also slow and deflect entering traffic (FHWA 2000). Chicanes are a series of alternating curves of shifting lanes which force motorists out of a straight line of travel to reduce speed (FHWA). The project would also include electrical work to improve lighting, modify flashing beacons, and upgrading a count station. Other proposed work would include upgrading signs, improvements to traffic striping, improving drainage, including culverts and ditches, and constructing Maintenance Vehicle Pullouts (MVPs) at PM 3.39, PM 3.68 and near the flashing beacons on Durham Pentz Road (Appendix A–Project Layouts). Improvements to culverts and ditches would occur at the proposed MVPs, gas station driveway, and proposed driveway leading to the strawberry field on the east leg of Durham Pentz Road, as well as around the roundabout.

Landscaping removal and underground and overhead utility relocation may be required. The landscaping proposed to be removed consists of four mature coast redwood (*Sequoia sempervirens*), two mature oak trees (*Quercus* sp.), and two manzanita (*Arctostaphylos* sp.) bushes. Seven-foot-deep ground disturbance could occur during utility pole relocations. Acquisition of property rights would be required to accommodate the proposed roundabout improvements. Three parcels would be acquired in-fee and a Temporary Construction Easement (TCE) would be required from the gas station for electrical work.

1.4 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) would be required for project construction.

Table 1. Permits and Approvals Needed

Agency	PLACs	Status
U.S. Fish and Wildlife Service (USFWS)	Section 7 Informal Consultation for Threatened and Endangered Species	The Section 7 Endangered Species Act Letter of Concurrence would be obtained from USFWS during design phase.

1.5 Standard Measures and Best Management Practices

CEQA Guidelines Section 15370 defines mitigation as avoiding, minimizing, rectifying, reducing/eliminating, and compensating for an impact. Caltrans consistently implements projects applying Standard Measures and Best Management Practices (BMPs) as features or components on most, if not all, Caltrans projects. These project components typically result from laws, permits, agreements, guidelines, and agency directives and policies. For this reason, the measures and practices are not considered “mitigation” under CEQA; rather, they are an integral part of the project and included as part of the project prior to determining impact significance.

The proposed project contains the following Standard Measures and BMPs. Project-specific mitigation measures that would be applied to reduce the significance of impacts resulting from the proposed project are listed within the applicable resource section.

Aesthetics

AR-1: Where feasible, the removal of established trees and vegetation would be minimized.

Biological Resources

BR-1: General

Before starting 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 California Department of Fish and Wildlife (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.

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.

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

A. Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

Cultural Resources

CR-1: 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-2: 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.

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 Resources 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.

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 (SSP) “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 14-11.14 “Treated Wood Waste.”

Traffic and Transportation

TT-1: A Transportation Management Plan (TMP) would be prepared for the project. 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. Pedestrian and bicycle access would be maintained during construction.

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 191 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 *High and 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 Stormwater Pollution Prevention Plan (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. All construction site BMPs would follow the latest edition of the *Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual* to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin, or disposed of offsite.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.

- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- 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 these 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.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2024 Caltrans Storm Water Management Plan* (Caltrans 2024). This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

1.6 Discussion of the National Environmental Policy Act (NEPA) Categorical Exclusion

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion would be prepared in accordance with NEPA. When 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 USFWS and National Marine Fisheries Service (NMFS)—in other words, species protected by the Federal Endangered Species Act). Nothing in this document should be considered a determination pursuant to NEPA.

CHAPTER 2. CEQA EVALUATION

Environmental Factors Potentially Affected

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

Environmental Factor	**Affected: Yes / No**
Aesthetics	No
Agriculture and Forestry Resources	**Yes**
Air Quality	No
Biological Resources	**Yes**
Cultural Resources	No
Energy	No
Geology and Soils	No
Greenhouse Gas Emissions	**Yes**
Hazards and Hazardous Materials	**Yes**
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	**Yes**
Wildfire	No
Mandatory Findings of Significance	**Yes**

CEQA ENVIRONMENTAL CHECKLIST

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 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.

As discussed in Section 1.5, Standard Measures and Best Management Practices are considered to be project components and have been considered prior to any significance determinations documented in the checklist.

2.1 Aesthetics

Based on the information in the Visual Impact Assessment Questionnaire dated January 16, 2025 (Caltrans 2025h), the following CEQA determinations have been made:

Question – Except as provided in Public Resources Code Section 21099, would the project:	**CEQA Determination**
a) Have a substantial adverse effect on a scenic vista?	**No Impact** There are no designated scenic vistas within the project limits, therefore no scenic vistas would be impacted by the proposed project.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**No Impact** There are no scenic resources within the project limits. The surrounding natural features visually enhance the rural-valley environment but views of these features are common along SR 191 and Durham Pentz Road and are not unique to the project site. The proposed project would not impact any scenic resources.
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 Impact** The improvements proposed by this project are minor and consistent with the existing highway facilities. As proposed, the project would not disrupt, alter, nor give an urban appearance to the existing visual character.

Question – Except as provided in Public Resources Code Section 21099, would the project:	**CEQA Determination**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**No Impact** The project does not create any new sources of substantial light or glare during the daytime or nighttime. The proposed upgrades to the existing lighting would improve lighting conditions at the intersection without substantially increasing light or glare.

2.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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 (CalFire) regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the U.S. Department of Agriculture and California Department of Conservation websites (DOC), the following CEQA determinations have been made:

Question – Would the project:	**CEQA Determination**
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?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact** There are no lands under Williamson Act Contract which would be impacted by the project (California DOC 202b).

Question – Would the project:	CEQA Determination
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	**No Impact** There are no timber or forest lands within the project area.
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**No Impact** There are no forest lands within the project area.
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?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question e below.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

Agricultural resources in the project area were identified through the use of the California DOC mapping tools, including the California Important Farmland finder (California DOC 2022a). There are 9.0 acres of unique farmland located to the northeast of the intersection, adjacent to the roundabout and the north and east legs of the intersection. The remaining land surrounding the proposed project is classified as grazing land. Approximately 8,911 square feet of unique farmland would be converted to highway use, as shown on Figure 3 below. The land was farmed for crops (such as strawberries), with images from Google Earth Street View showing active farming going back to 2012 (Google Earth 2025). Structures, such as storage areas and a booth for selling crops, in addition to signs advertising the farm, were present on the land from 2012 to at least 2021. As of the 2024 Street View images, the structures and signage no longer exist. It also appears that the land was no longer farmed as of 2024 as grasses have taken over the parking area and previously cultivated land. The unique farmland still appears to be abandoned.

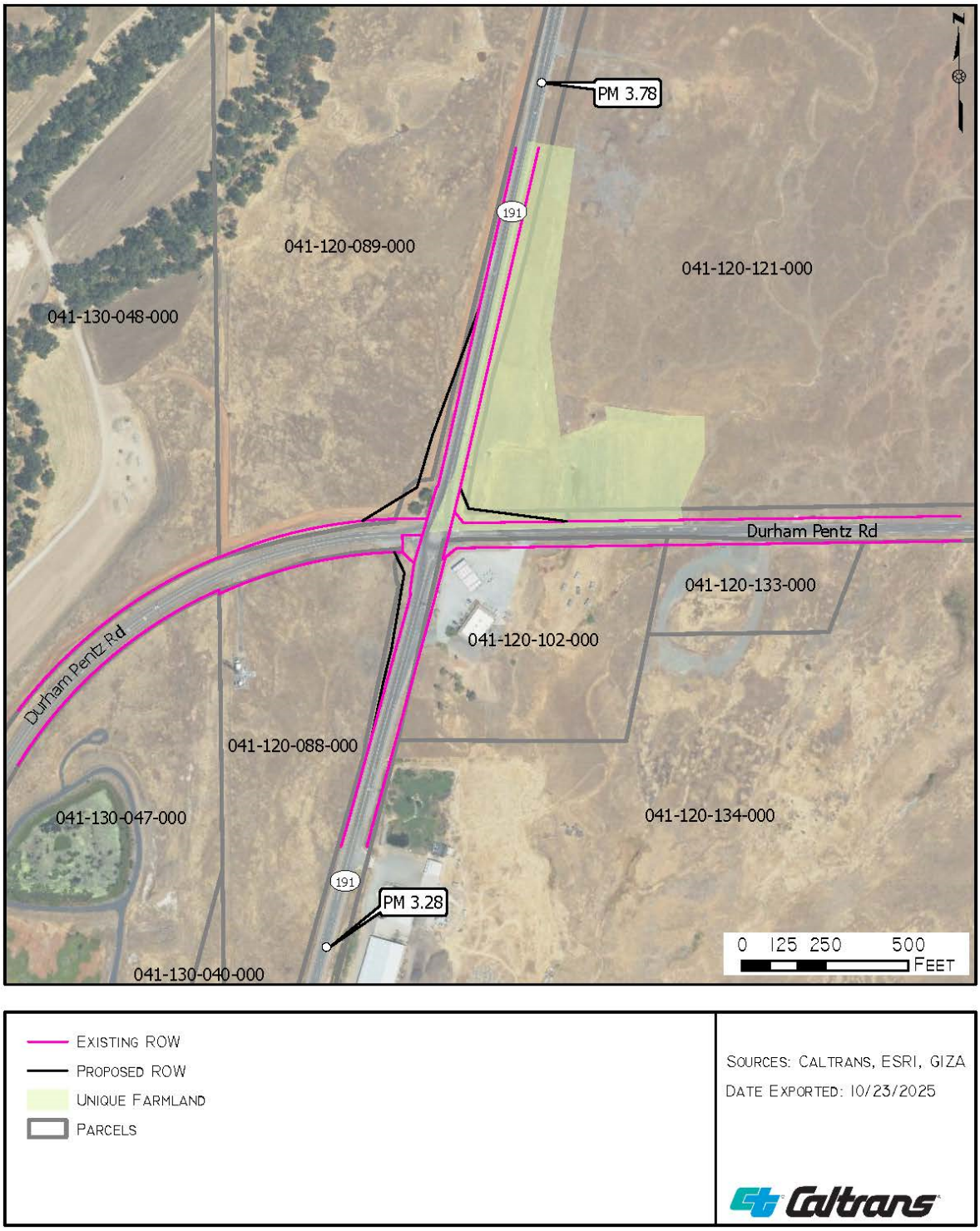


Figure 3. Proposed Right of Way Needs and Unique Farmland

Environmental Consequences

The proposed project is standardizing the existing roundabout, which was constructed as an emergency project during the 2018 Camp Fire. To ensure the roundabout functions properly and reduces accidents at this location, additional right of way would be needed to accommodate the larger circle diameter, splitter islands, truck apron, and chicanes. These features would require varying amounts of right of way from the properties adjacent to each leg of the intersection and the intersection itself. Table 2 below indicates the amount of land required from each parcel and the amount of farmland impacted by the project.

Table 2. Unique Farmland

Parcel Number (APN)	Type of Right of Way	Parcel Owner	Area (Square Feet)	Unique Farmland (Square Feet)	Unique Farmland (Acres)
041-120-121-000	Acquisition	Carlene Gunn	8,911	8,911	0.205
041-120-089-000	Acquisition	Butte Junior College District	30,715	0	0
041-120-088-000	Acquisition	Katz Family Trust	9,346	0	0
041-120-102-000	Temporary Construction Easement	Paradise Food & Gas #2 Inc.	391	0	0
Total	**--**	**--**	**49,363**	**8,911**	**0.205**

The proposed project would convert 8,911 square feet of unique farmland to non-agricultural use. The total size of the unique farmland on parcel 041-120-121-000 is approximately 9.03 acres or 393,346.8 square feet. The conversion of 8,911 square feet is approximately 2.3% of the unique farmland adjacent to the proposed project. While the project would convert some prime farmland to non-agricultural use, the impact would be less than significant based on the small size of the acquisition, its proximity to SR 191, and due to the land currently not used for agricultural purposes.

Mitigation Measures

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

Discussion of CEQA Environmental Checklist Question E

Affected Environment

Agricultural resources in the project area were identified through the use of the DOC mapping tools, including the California Important Farmland finder (DOC 2022a). Besides the unique farmland in the northeast corner of the intersection, the remaining land is classified as grazing lands. To the northwest of the intersection is land owned by Butte College. While classified as grazing land according to the DOC mapping tools, it is not clear if the land is currently used for agricultural purposes. The proposed right of way acquisition of approximately 0.705 acres includes a landscape sign for the college and portions of a dirt road on the Butte College property.

At the southwest corner of the intersection, 0.215 acres of right of way would be acquired to accommodate the project. This is considered grazing land; however the land does not appear to be used as grazing land currently as the right of way fence along SR 191 has open and downed sections. A small amount of right of way (0.007 acres) is needed from the parcel at the southeast corner of the intersection. While the DOC mapping classifies this parcel as grazing land, the land is currently being used as a gas station and is zoned General Commercial. The portion of land which would need to be acquired is from a strip of land between the gas station parking lot and the existing intersection and would not impact grazing lands.

Environmental Consequences

A total of 0.927 acres of grazing land would be acquired to construct this project (Table 3). Approximately 0.007 acres of the DOC mapped grazing land is currently a gas station and impacts to this property would not impact agricultural lands (Table 3). The remaining acquisitions would impact 0.920 acres of grazing lands. Because the portion of the properties impacted by this project and overall right of way needs impacting grazing lands are relatively small, there would be a less than significant impact.

Table 3. Other Agricultural Property Impacts

Parcel Number (APN)	Type of Right of Way	Parcel Owner	Area (Square Feet)	Grazing Land (Square Feet)	Grazing Land (Acres)
041-120-121-000	Acquisition	Carlene Gunn	8,911	0	0
041-120-089-000	Acquisition	Butte Junior College District	30,715	30,715	0.705
041-120-088-000	Acquisition	Katz Family Trust	9,346	9,346	0.215
041-120-102-000	Temporary Construction Easement	Paradise Food & Gas #2 Inc.	391	319	0.007
Total	**---**	**---**	**49,363**	**40,380**	**0.927**

Mitigation Measures

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

2.3 Air Quality

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

Considering the information in the Air Quality Memorandum dated September 16, 2025 (Caltrans 2025a), the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	**No Impact** The proposed project would not conflict with an air quality plan as there is no increase to operational emissions.
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 Impact** The proposed project would not increase any criteria pollutants as there is no increase to operational emissions; therefore there would be no impact.
c) Expose sensitive receptors to substantial pollutant concentrations?	**No Impact** There are no sensitive receptors (such as schools, healthcare facilities, or childcare facilities) adjacent to the project limits. No substantial pollutant concentrations would be released during construction or during operation of the intersection.

Question – Would the project:	**CEQA Determination**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact** The proposed project would not result in other emissions, such as odor. Some odor could occur during construction, however these odors would be limited to the construction site and would be temporary in nature. Due to the rural nature of the site, these odors would not affect a substantial number of people.

2.4 Biological Resources

Considering the information in the Natural Environment Study (NES) dated November 13, 2025 (Caltrans 2025e), the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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)?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
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?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question b below.
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?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question c below.
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 Impact** There are no fish passage barriers within the Biological Study Area (BSA). There are no other known migratory corridors in the project area. The proposed project would not change how wildlife moves through the project area.

Question – Would the project:	CEQA Determination
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**No Impact** There are no ordinances or local policies which are applicable to the proposed project. Therefore, there would not be any conflict with any local ordinances or policies which protect biological resources.
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 Impact** The proposed project would comply with federal and state measures, which would cover species and habitat types protected under the Butte Regional Conservation Plan.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

The NES (Caltrans 2025e) documents the special status and threatened and endangered species found near the project, specifically within the Environmental Study Limits (ESL) and the Biological Study Area (BSA). The ESL encompasses the work for the proposed project. Because of the potential for listed, candidate, sensitive, or special status species in close proximity to the project, a BSA was created. The BSA includes areas within and adjacent to the ESL where standard environmental assessments for sensitive resources (habitats, plants, wildlife, wetlands and other waters, etc.) are conducted. The BSA encompasses the ESL plus any areas outside of the ESL that could potentially be directly or indirectly affected by the project. The BSA for this project includes a buffer of 250 feet from ground-disturbing activities due to the proximity of vernal pools, which are considered habitat for several plant and animal species.

To determine if a special status, threatened, or endangered species is present or had possible habitat within the ESL or BSA, field reviews were conducted throughout the spring and summer of 2025. Botanical surveys and surveys for animal species were conducted during these field reviews (Table 4). No special status, threatened, or endangered plant or animal species were observed during the surveys indicated

in Table 4. The NES contains the results of the USFWS, NMFS, CDFW and California Native Plant Society (CNPS) database queries (USFWS 2025, NMFS 2025, CDFW 2025, CNPS 2025). Special-status species known or likely to occur within the project area were identified based on information compiled from the USFWS IPaC database, the NMFS online species list, the California Department of Fish and Wildlife's CNDDB ("RareFind"), the CNPS Inventory of Rare and Endangered Vascular Plants, and species distribution and habitat requirements data. All species lists were retrieved on September 10, 2025

Table 4. Type of Field Survey, Dates and Personnel

Type of Survey	Date(s)	Personnel
General reconnaissance and field surveys to assess the potential presence of plant and wildlife special status species and their habitat in the project study area.	January 28, 2025	Rebecca Stark-Stoddard, Caltrans Environmental Scientist Jesse Starr, Caltrans Biologist, Environmental Construction Liaison
Survey–habitat-based assessment for special status species and botanical survey	March 11, 2025	Rebecca Stark-Stoddard, Caltrans Environmental Scientist Anna Burns-Manfredi, Caltrans Environmental Scientist/Botanist Rylie Towne, Caltrans Environmental Scientist
Focused survey to assess impacts on vernal pool branchiopods and vernal pool mapping	April 9, 2025	Rebecca Stark-Stoddard, Caltrans Environmental Scientist Casey Westcott, Caltrans Environmental Scientist
Botanical survey	April 18, 2025 May 14, 2025 June 12, 2025 July 10, 2025	Rebecca Stark-Stoddard, Caltrans Environmental Scientist Anna Burns-Manfredi, Caltrans Environmental Scientist/Botanist

PLANT SPECIES

A list of special status, threatened, or endangered plants potentially occurring within the project vicinity was developed based on information compiled from USFWS Information for Planning and Consultation database, CDFW California Natural Diversity Database, and CNPS (USFWS 2025, CDFW 2025, CNPS 2025).

Botanical surveys were conducted on March 11, 2025, April 18, 2025, May 14, 2025, June 12, 2025, and July 10, 2025. These surveys were timed to coincide with the flowering and identification periods of the potentially occurring special-status plant species. Visits were conducted throughout the blooming periods of the potential species so that unusual flowering times due to climatic variables was accounted for.

Based on spring botanical survey results (Spring 2025), review of the habitat of potential species, and implementation of Standard Measures and BMPs, it was determined that special status plant species would not be impacted during construction.

ANIMAL SPECIES

A list of special status, threatened, or endangered wildlife and wildlife habitats potentially occurring within the project vicinity was included in the NES and was developed based on information compiled from USFWS Information for Planning and Consultation database, NMFS online species list, and CDFW California Natural Diversity Database (USFWS 2025, NMFS 2025, CDFW 2025).

Vernal Pool Branchiopods

Vernal pools within the BSA are potential habitat for Conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*). These three species are collectively referred to as vernal pool branchiopods in this document when being discussed together.

Conservancy fairy shrimp is federally endangered and occurs in vernal pools found on several different landforms, geologic formations and soil types. They have been observed in vernal pools ranging in size from 30 to 356,253 square meters (323 to 3,834,675 square feet). Observations suggest this species often is found in pools that are relatively large and turbid (USFWS 2005). Suitable pools must stay inundated and continuously hold water for a minimum of 19 days, in all but the driest years; thereby providing adequate water for incubation, maturation, and reproduction (USFWS 2006).

Vernal pool fairy shrimp is federally threatened and commonly inhabits vernal pools or vernal pool-like habitats, typically in grassland landscapes. They occur primarily in smaller pools and are most frequently found in pools measuring less than 0.05 acre in area (USFWS 2005). Suitable pools must stay inundated and continuously hold water for a minimum of 18 days, in all but the driest years; thereby providing adequate water for incubation, maturation, and reproduction (USFWS 2006).

Vernal pool tadpole shrimp is federally endangered and is endemic (native and restricted to a certain geographical area) to California Central Valley, with most populations in the Sacramento Valley. Vernal pool tadpole shrimp occur in a wide variety of seasonal habitats including vernal pools, ponded clay flats, alkaline pools, ephemeral stock tanks, and roadside ditches. Habitats where vernal pool tadpole shrimp have been observed range in size from small (less than 25 square feet), clear, vegetated vernal pools to highly turbid, alkali scald pools to large (more than 100 acres) winter lakes (USFWS 2005). These pools and other ephemeral (short-lived) wetlands must dry out and be inundated again for the vernal pool tadpole shrimp cysts to hatch. Suitable pools must stay inundated and continuously hold water for a minimum of 41 days, in all but the driest years; thereby providing adequate water for incubation, maturation, and reproduction (USFWS 2006).

In addition to the presence of vernal pool branchiopods within the BSA, critical habitat for vernal pool tadpole shrimp also exists to the east of SR 191. Due to the proximity of SR 191, Durham Pentz Road, and agricultural activities adjacent to vernal pools, the vernal pools within the BSA tend to be low quality. No vernal pools exist within the ESL; therefore, these vernal pool branchiopods would not be directly impacted by construction. It is possible that construction of the proposed project could change the hydrology of the surrounding area, which in turn could change how water flows into vernal pools. Potential indirect impacts to the vernal pool branchiopods could occur as a result of changes to hydrology.

Monarch Butterfly

Monarch butterfly also has the potential to occur within the BSA. Adult Monarch butterflies lay eggs on milkweed species. Narrow-leaf milkweed (*Asclepias fascicularis*) and Indian milkweed (*Asclepias eriocarpa*) were found during field reviews in spring of 2025. Narrow leaf milkweed was located on the southwest region of the project outside of the Caltrans right of way while Indian milkweed was on the eastern side of the project area within the Caltrans right of way between the proposed roundabout work area and the proposed MVP work area.

Migratory Birds

Migratory birds are provided protection by the Federal Migratory Bird Treaty Act (MBTA) (15 USC 703-711), Title 50 Code of Federal Regulations (CFR) Part 21 and 50 CFR Part 10, the California Fish and Game Code (CFGC) Sections 3503, 3513, 3800, and AB-2627. Specifically, these laws and regulations protect migratory birds, their occupied nests, and their eggs from disturbance or destruction. Landscaping around the Butte College sign to the northwest of the intersection of SR 191 and Durham Pentz Road would be removed during construction, with the sign and replacement landscaping being added outside of the proposed Caltrans right of way after the roundabout is constructed. The removal of this vegetation could potentially result in the “take” of migratory birds, their occupied nests, or their eggs during construction.

Environmental Consequences

PLANT SPECIES

As there is minimally suitable habitat and the species was not observed during the botanical surveys, Caltrans has determined there would be no impact to the following federal and state special status plant species:

- Ahart's paronychia (*Paronychia ahartii*)
- Brassy bryum (*Bryum chryseum*)
- Butte County calycadenia (*Calycadenia oppositifolia*)
- Butte County golden clover (*Trifolium jokerstii*)
- Butte County meadowfoam (*Limnanthes floccosa* ssp. *californica*)

- Depauperate milk-vetch (*Astragalus pauperculus*)
- Ferris' goldfields (*Lasthenia ferrisiae*)
- Greene's tuctoria (*Tuctoria greenei*)
- Hogwallow starfish (*Hesperevax caulescens*)
- Mexican mosquito fern (*Azolla microphylla*)
- Red Bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*)
- Spicate calycadenia (*Calycadenia spicata*)
- Tehama navarretia (*Navarretia heterandra*)
- Valley brodiaea (*Brodiaea rosea* ssp. vallicola)
- Veiny monardella (*Monardella venosa*)
- Woolly meadowfoam (*Limnanthes floccosa* ssp. *floccosa*)

While the following special status plant species have suitable habitat within the ESL, the habitat was low quality and disturbed and they were not observed during botanical surveys. With implementation of Caltrans Standard Measures and BMPs (Section 1.5), there would be no impact to these species.

Per FESA, there would be ***no effect*** to the following federally listed species:

- Butte County meadowfoam *(Limnanthes floccosa* ssp. californica)-federal endangered
- Greene's tuctoria *(Tuctoria greenei)* – federal endangered
- Hairy orcutt grass *(Orcuttia pilosa)* – federal endangered
- Hoover's spurge *(Chamaesyce hooveri)* – federal threatened

Per CESA, there would be ***no take/no impact*** to the following state listed species.

- Butte County meadowfoam *(Limnanthes floccosa* ssp. californica)-federal endangered
- Greene's tuctoria *(Tuctoria greenei)* –state Rare
- Hairy orcutt grass *(Orcuttia pilosa)* – state endangered

ANIMAL SPECIES

As there is no suitable nesting, roosting, foraging or dispersal habitat within the ESL and/or the project is outside the geographical range of the species, Caltrans has determined there would be ***no effect/no take*** to the following species:

- Foothill yellow-legged frog (*Rana boylii*)–North Feather DPS (Pop. 2) and proposed critical habitat
- Northwestern pond turtle (*Actinemys marmorata*)
- Western spadefoot (*Spea hammondii*)–Northern DPS
- California black rail (*Laterallus jamaicensis coturniculus*)
- Chinook salmon (*Oncorhynchus tshawytscha*)–Central Valley spring-run ESU (Pop. 11) and critical habitat
- Chinook salmon (*Oncorhynchus tshawytscha*)–Sacramento River winter-run ESU
- Steelhead (*Oncorhynchus mykiss irideus*)–Central Valley DPS (Pop. 11) and critical habitat
- Gray wolf (*Canis lupus*)
- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*)

Per FESA, Caltrans has determined there would be ***no effect*** to Chinook salmon EFH as there is no habitat within the ESL to support the species.

The following FESA threatened or endangered species have potentially suitable habitat within the ESL and may be impacted by project activities.

Vernal Pool Branchiopods

As no work or placement of fill within vernal pools is proposed, the proposed project would result in no permanent or temporary impacts on vernal pool branchiopods. Vernal pools and swales could be indirectly impacted if permanent impacts occur within 250 feet of the pool or swale. Most of the proposed project is within the 250-foot buffer surrounding the nearby vernal pools, so there is potential for indirect impacts to vernal pools.

Potential indirect effects on vernal pool branchiopods were also considered. Vernal pools within the BSA could be exposed to changes in hydrology and degradation of habitat from maintenance activities that may include the use of herbicides and exposure to fuel, oil, and other contaminants. Soil compaction and an increased amount of paved surface along SR 191 and Durham Pentz Road have the potential to modify the existing hydrologic regime of pools or swales within 250 feet of construction. The increase in impermeable surface could cause a larger amount of water runoff to enter these habitats, and water could persist (pond) for a longer time (several days or possibly weeks), which might result in more favorable conditions for vernal pool branchiopods by extending the seasonal inundation period. However, it is unlikely that the increased amount of surface runoff would cause the habitats to become ponded year round, a condition that would be unsuitable for vernal pool branchiopods. Therefore, potential changes in hydrology would be minor in scope and it is not expected that the overall drainage pattern would change the existing hydrologic regime.

Per FESA, with the implementation of the Standard Measures and BMPs (Section 1.5), the proposed project ***may affect but is not likely to adversely affect*** conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp and vernal pool tadpole shrimp critical habitat.

Monarch Butterfly

As no work is proposed in the area presently known to contain milkweed (host plant), the project is not expected to result in direct or indirect impacts to monarchs.

Per FESA, Caltrans has determined the project would have ***no effect*** on monarch butterfly.

Migratory Birds

Implementation of the Standard Measures and BMPs (Section 1.5) would ensure that no take of migratory or non-game birds species occurs during the removal of vegetation during construction.

Mitigation Measures

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

Discussion of CEQA Environmental Checklist Questions B and C

Affected Environment

Questions B and C of the CEQA Checklist for Biological Resources are both a “less than significant impact” due to the proximity of vernal pools to the proposed project; therefore, Questions B and C are discussed together.

Vernal pools, specifically northern hardpan vernal pools, are considered a sensitive natural community by the CDFW. Vernal pools are also considered a protected wetland of the U.S. and State. As stated previously, northern hardpan vernal pools are within the BSA of the proposed project. As a type of wetland, northern hardpan vernal pools and vernal pools in general are also protected by federal and state regulations. The proposed project would not cause any direct impacts to vernal pools by removing or adding fill to vernal pools near the project area. There is potential for soil compaction during construction and an increased amount of paved surface along SR 191 and Durham Pentz Road from roadway widening that may modify the existing hydrologic regime of vernal pools within 250 feet of construction. The increase in impermeable surface could cause a larger amount of water runoff to enter these habitats. Roadside drainage currently exists within the project area and would be constructed adjacent to any areas where widening would occur. These added drainages would connect with the existing ones where widening would not occur.

In addition to the vernal pools, there is a seasonal emergent wetland approximately 100 feet from the edge of the work area to east of the intersection. There would be no direct permanent or temporary impacts from the proposed project on the vernal pools and wetland.

Environmental Consequences

Changes to the hydrologic regime around the project area would likely be minimal as the roadside drainages would ultimately move water away from the road in the same way as before. There may be additional runoff due to the added impervious surfaces, which could potentially change the amount of water which is received by the nearby vernal pools. However, it is not expected that the overall drainage pattern would change the existing hydrologic regime. For these reasons, impacts to northern hardpan vernal pools sensitive communities and vernal pool wetlands would be less than significant.

Mitigation Measures

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

2.5 Cultural Resources

Based on the information in the *Cultural Resources Memorandum* dated February 27, 2025 (Caltrans 2025c), the following significance determinations have been made:

Question – Would the project:	**CEQA Determination**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	**No Impact** There are no historical resources within the project area.
b) 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 area.
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact** The proposed project would not disturb any human remains.

2.6 Energy

Based on the information in the *Air Quality Memorandum* dated September 16, 2025, (Caltrans 2025a), the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**No Impact** The contractor would be required to follow all regulations regarding energy efficiency during construction. The intersection would require minimal energy resources during operation and would not result in wasteful energy use.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact** The proposed project would not conflict with state plans for renewable energy or energy efficiency as the contractor would be required to follow state regulations for renewable energy and energy efficiency.

2.7 Geology and Soils

Question – Would the project:	CEQA Determination
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 Impact** There are no known faults within the proposed project limits. In addition, the depth and scope of work would not impact a fault (California DOC 2015).
ii) Strong seismic ground shaking?	**No Impact** There would be no substantial change from the existing site conditions due to the construction of this project. No changes to the project area could lead to increases in seismic shaking as the changes to the project site would be minimal; therefore the proposed project would not change the potential for or intensity of seismic ground shaking (California Geological Survey 2025).
iii) Seismic-related ground failure, including liquefaction?	**No Impact** The proposed project is not in a liquefaction zone area (California Governor's Office of Emergency Services [Cal OES] 2015).

Question – Would the project:	CEQA Determination
iv) Landslides?	**No Impact** The intersection is in a relatively flat portion of the landscape This portion of Butte County is mapped as having no to low landslide susceptibility. Due to the flat landscape, the proposed project would not change the landslide susceptibility of the project area (United States Geological Survey 2025).
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact** The proposed project would not result in changes to slopes as the project area is relatively flat. Soil stabilization measures would be included where necessary to help prevent erosion or topsoil loss. Improvements to drainages would help prevent erosion. For these reasons, there would be no impact to soil erosion or the loss of topsoil.
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 Impact** The proposed project is not within a geologic unit or soils which are unstable and is not at risk of associated risks.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	**No Impact** There is moderate to very high potential for expansive soils in the project area; however, the proposed project is modifying an existing intersection which would not create risk to life or property (County of Butte 2023).

Question – Would the project:	**CEQA Determination**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	**No Impact** The proposed project would not install septic tanks or alternative wastewater disposal systems; therefore, there would be no impact.
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact** As the project area has been disturbed by volcanic mudflow deposits, there is very low potential for paleontological resources (Caltrans 2025g).

2.8 Greenhouse Gas Emissions

Based on information in the *Climate Change Analysis* dated September 22, 2025 (Caltrans 2025b), the following determinations have been made:

Question – Would the project:	CEQA Determination
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question b below.

Discussion of CEQA Environmental Checklist Questions A and B

Affected Environment

As the purpose of the proposed project is to improve the temporary roundabout at the intersection of SR 191 and Durham Pentz Road, the project would not increase 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 191, no increase in vehicle miles traveled (VMT) or traffic numbers would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions would 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 traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction would begin in 2027 and would last approximately 100 working days. The average carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), Black Carbon (BC), and hydrofluorocarbon-134a (HFC-134a) emissions from construction activities were estimated (Table 4). The total carbon dioxide equivalent produced during construction is estimated to be 145 metric tons.

Table 4. Estimates of GHG Emissions During Construction

Construction Year	CO_2	CH_4	N_2O	BC	HFC-134a	CO_2e*
2027	148 metric tons	8 pounds	29 pounds	19 pounds	18 pounds	145 metric tons

Environmental Consequences

Would the project:

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Upon completion of the project, GHG emissions would remain unchanged from the existing condition on SR 191. Due to the rural nature of the project and the limited alternative routes to SR 191, improvements to the intersection at SR 191 and Durham Pentz Road would not result in an increase in capacity or GHG emissions as the scope of work would not lead to increased vehicles using SR 191. The project would not result in changes to the traffic volume, fleet mix, speed, location of existing facility or any other factor that would cause an increase in operational emissions relative to the existing conditions. The scope of work of this project does not include activities which would result in the potential increase of GHG. With implementation of Caltrans Standard Measures and BMPs for reduction of GHG emissions during construction, project impacts would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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. Since the project would not increase operational GHG emissions, it would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of Caltrans Standard Measures and BMPs for reduction of GHG emissions during construction, project impacts would be less than significant.

Mitigation Measures

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

2.9 Hazards and Hazardous Materials

Based on the information in the *Initial Site Assessment* dated February 24, 2025 (Caltrans 2025d), the following determinations have been made:

Question – Would the project:	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
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?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question b below.
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 Impact** There are no schools within one-quarter mile of the proposed 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 Impact** The proposed project is not located on a site which is included on a list of hazardous materials.
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical 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 two miles of the proposed project.

Question – Would the project:	CEQA Determination
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**No Impact** During construction, the Transportation Management Plan would detail what needs to occur if an emergency occurs. The built project would improve the flow of traffic through the intersection and would not interfere with an emergency response plan or evacuation plan.
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact** The proposed project would not change the existing risk of wildland fires in the project area as the project would not cause a substantial change from the existing condition. For these reasons, there would be no change to the risk of exposure to wildland fires for people or structures.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

An initial Site Assessment (ISA) was conducted on February 24, 2025 (Caltrans 2025c). The ISA included a review for potentially hazardous waste within the project limits, project plans, Naturally Occurring Asbestos (NOA) maps, and the GeoTracker database which contains information on hazardous waste sites. As determined during the review of potentially hazardous materials in the project site, a Preliminary Site Investigation (PSI) would be required during the design phase to determine if the soils near the project site contain Aerially Deposited Lead (ADL). ADL from the historical use of leaded gasoline exists along roadways throughout California.

Environmental Consequences

Based on the results of the PSI, special material handling requirements, worker health and safety training, and/or regulated soil disposal may be required during construction. Besides ADL, there may also be exposure to hazardous materials from treated wood waste and thermoplastic striping. Any right of way acquisitions would also need to be reviewed for any potential hazardous materials before purchase. Any hazardous material encountered during construction would be handled and disposed of safely with the implementation of Caltrans Standard Special Provisions (SSPs). Therefore, the potential hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Mitigation Measures

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

Discussion of CEQA Environmental Checklist Question B

Affected Environment

Based on the ISA, potentially hazardous materials from treated wood waste and thermoplastic striping were identified. A PSI would be required during the design phase to determine if the soils near the project site contain ADL.

Environmental Consequences

The probability of the project creating a significant hazard to the public or environment through transport, use, or disposal of hazardous materials would be less than significant because SSPs would be implemented to address potential contamination from ADL, treated wood waste, and thermoplastic striping. These SSPs would be placed in the Plans, Specifications and Estimates (PS&E) package to ensure contamination would not create a significant hazard to the public, construction crew, or the environment; therefore, it is anticipated the impact would be less than significant.

Mitigation Measures

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

2.10 Hydrology and Water Quality

Considering the information in the Water Quality Assessment dated May 5, 2025 (Caltrans 2025i), the following determinations have been made:

Question – Would the project:	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	**No Impact** The proposed project would not violate any water discharge requirements or degrade surface or groundwater quality.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact** As there would not be a significant increase in impervious surfaces, which could interfere with groundwater recharge, the proposed project would not impact groundwater.
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 Impact** The proposed project would not impact the existing drainage pattern because the improved drainages throughout the project area would not result in increased erosion or siltation.
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question c(ii) below.
(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 Impact** The project would not contribute to runoff water or exceed the capacity of the existing drainage system because the improved drainages would be designed to have enough capacity to contain stormwater runoff.

Question – Would the project:	CEQA Determination
(iv) impede or redirect flood flows?	**No Impact** The proposed project is not within a floodplain and would improve drainage; therefore, would not impede or redirect flood flows.
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact** The proposed project is not within a flood hazard, tsunami zone, or in an area where inundation could risk a release of pollutants.
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact** The proposed project would be consistent with Caltrans' NPDES permitting. The proposed project would not conflict with any water quality control plan or sustainable groundwater management plan.

Discussion of CEQA Environmental Checklist Question C (ii)

Affected Environment

A Water Quality Assessment was completed for the Durham Pentz Intersection Project on May 5, 2025 (Caltrans 2025i). The proposed project is within the lower Butte Creek Watershed. The primary receiving water of this project is Clear Creek, which is approximately 0.27 miles west from the Durham Pentz and SR 191 intersection.

Construction of the intersection would add a total of 29,419 square feet of impervious surfaces, while also removing 7,694 square feet of impervious surfaces, making the net increase of impervious surfaces 21,725 square feet.

Environmental Consequences

The proposed project would increase imperious surfaces at the Durham Pentz Road and SR 191 intersection which would increase runoff. However, the drainages around the intersection would be modified to accommodate any additional runoff caused by the increase in impervious surfaces. The roadside drainages would convey water through roughly the same paths as before the project was constructed. There are no known

flooding issues in the project area and the increase in impervious surfaces is not anticipated to contribute to any flooding issues on or off site. In addition, Standard Measures and BMPs for water quality, found in Section 1.5, would be implemented to help prevent any localized flooding due to runoff from the proposed project site. For these reasons, there would be a less than significant impact on flooding, on or off site.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed

2.11 Land Use and Planning

Question – Would the project:	CEQA Determination
a) Physically divide an established community?	**No Impact** As the proposed project would occur at the existing intersection in a rural area, it would not divide an established community.
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 Impact** The proposed project would not conflict with any land use plan, policy, or regulation because the proposed project does not require a zoning change nor does it conflict with the existing zoning plans.

2.12 Mineral Resources

Question – Would the project:	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	**No Impact** The proposed project would improve an existing intersection and would not change the availability of a valuable mineral resource as the project is mostly within the existing intersection footprint.
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 Impact** As the proposed project would improve an existing intersection and would be almost entirely within the existing intersection footprint, the proposed project would not impact land which could be used for mineral recovery and would not change the availability of a locally important mineral resource.

2.13 Noise

Based on the information in the *Noise Memorandum* dated May 1, 2025 (Caltrans 2025f), the following determinations have been made:

Question – Would the project result in:	CEQA Determination
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 Impact** While temporary increases in noise would occur during construction, the contractor would be required to follow all state and local noise standards; therefore, the project would not result in a substantial noise increase.
b) Generation of excessive groundborne vibration or groundborne noise levels?	**No Impact** During construction some groundborne vibration and noise would occur; however, none of the activities performed during construction would lead to excessive groundborne vibration or noise.
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 nautical 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** There are no airports with two miles of the proposed project; therefore there would be no impacts.

2.14 Population and Housing

Question – Would the project:	CEQA Determination
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 Impact** The proposed project would modify an existing intersection which would not result in unplanned growth, directly or indirectly.
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**No Impact** The proposed project would modify an existing intersection which would not result in people being displaced as a result of this project.

2.15 Public Services

Question – Would the project:	CEQA Determination
a) 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 following public services: Fire protection?	**No Impact** The proposed project would improve an existing intersection and would not impact any government facilities, increase the response times or change existing service ratios.
b) Police protection?	**No Impact** The proposed project would improve an existing intersection and would not impact any government facilities, increase the response times or change existing service ratios.
c) Schools?	**No Impact** The proposed project would improve an existing intersection and would not impact any government facilities, change existing service ratios, or change other performance metrics.
d) Parks?	**No Impact** The proposed project would improve an existing intersection and would not impact any parks.

Question – Would the project:	**CEQA Determination**
e) Other public facilities?	**No Impact** The proposed project would improve an existing intersection. There would be no impacts to public facilities as a result of the proposed project

2.16 Recreation

Question:	CEQA Determination
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** There are no public parks within the project vicinity. The proposed project would improve an existing intersection.
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** There are no public parks within the vicinity of the proposed project. The proposed project would improve an existing intersection.

2.17 Transportation

Question – Would the project:	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**No Impact** The proposed project is consistent with programs, plans, policies, and ordinances, including the Butte County General Plan Circulation Element; therefore, there would be no impact.
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	**No Impact** The proposed project is improving an existing intersection in a rural area, which would not change traffic through the area. Therefore, the project would not impact vehicle miles traveled.
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 Impact** The proposed project would conform with Caltrans design standards and would not create a hazardous design feature.
d) Result in inadequate emergency access?	**No Impact** As the proposed project is improving an existing intersection, emergency access would not be changed. The proposed project does not include any work that would impede emergency access.

2.18 Tribal Cultural Resources

Based on the information in the *Cultural Resource Memorandum* dated February 27, 2025 (Caltrans 2025b), the following determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	**CEQA Determination**
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 Section 5020.1(k), or	**No Impact** There are no listed or eligible for listing historical resources within the project limits.
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**No Impact** There are no resources with significance to a California Native American tribe within the project limits.

2.19 Utilities and Service Systems

Question – Would the project:	CEQA Determination
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?	**Less Than Significant Impact** See discussion of CEQA Environmental Checklist Question a below.
b) 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 need water supplies to serve the project as the constructed project would not require water.
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 Impact** No wastewater treatment is required for the project or as a result of the proposed 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 Impact** No solid waste would be generated during the operation of the intersection. Any solid waste generated during construction would not be in excess of State or local standards or capacity. No solid waste would be generated after construction, therefore there would be no impact.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**No Impact** The proposed project would not generate solid waste after its construction.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

Overhead utilities run north-south, east-west, and diagonally northwest to southeast across the proposed project area. These utilities include PG&E electric and AT&T telephone.

It is also anticipated that underground utilities are within the proposed project limits. A gas line may run east-west through the project area. Field work and coordination with the utility companies would need to be completed to determine the type of locations of any buried utilities.

Environmental Consequences

During construction, the overhead PG&E electric and AT&T telephone would need to be moved, which would result in temporary disruptions to service. It would be determined if underground utilities are present in the project site through coordination with utility companies and pot holing to determine the location of buried utilities. If underground utilities are found to be in conflict with the construction of the proposed project, there is potential that these also may be moved, which could also result in temporary disruptions. Utility relocations would likely occur within the proposed right of way acquisitions; however, the ultimate location of the relocated poles would be up to the utility companies. Because no utility poles would be relocated into environmentally sensitive areas adjacent to the project and only temporary interruptions to utilities would occur, the environmental impact from utility relocation would be less than significant.

Mitigation Measures

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

2.20 Wildfire

If located in or near State Responsibility Areas or lands classified as *very high* Fire Hazard Severity Zones:

Question – Would the project:	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact** SR 191 is an emergency route for Paradise, California. The proposed intersection improvements would not change the function of SR 191 as an emergency route.
b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact** The proposed project is improving an existing intersection which would not change factors which contribute to wildfire risk.
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 that may result in temporary or ongoing impacts to the environment?	**No Impact** The existing utilities in the project area would be moved to accommodate the project. No new utilities would be installed and no associated infrastructure for the utilities would be required. Because the movement of the existing utilities would not increase fire risk, there would be no impact.
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** The proposed project would improve an existing intersection; therefore, would not change the wildfire risk or post-fire hazards.

2.21 Mandatory Findings of Significance

Question	CEQA Determination
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** See discussion of CEQA Environmental Checklist Question a below.
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	**No Impact** The proposed project would not have any impacts that could be cumulatively considerable. Indirect impacts to vernal pools, and therefore vernal pool branchiopod species and associated critical habitat, would be insignificant as the project would maintain similar hydrologic flows throughout the project area, which would not contribute to cumulative impacts to vernal pools and vernal pool branchiopods..
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**No Impact** The proposed project would improve an existing intersection with limited interruptions to people through traffic and utility relocation during construction. There would be no environmental effects which would have adverse effects on human beings.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

The proposed project has the potential to cause indirect impacts to federally listed Conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), vernal pool wetland habitat, and northern hardpan vernal pool sensitive communities by possibly changing the hydraulic regime surrounding the project area. Changes to the hydrology of the area could be impacted by increased impervious surfaces changing the amount of runoff from the proposed project area.

Environmental Consequences

Any changes to hydrology would be minor, as the modifications to the intersection would increase impervious surfaces from the existing intersection by 21,725 square feet and the drainages around the intersection would be modified to contain any additional runoff. The additional runoff caused by the change to impervious surfaces would be collected by the roadside drainages which would convey water through roughly the same paths as before the project was constructed.

Per FESA, based on the information above, there would be a less than significant impact to Conservancy fair shrimp, vernal pool fairy shrimp, vernal pool tadpole shrimp and their critical habitat.

Mitigation Measures

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

CHAPTER 3. LIST OF PREPARERS

The following Caltrans staff contributed to the preparation of this IS/ND:

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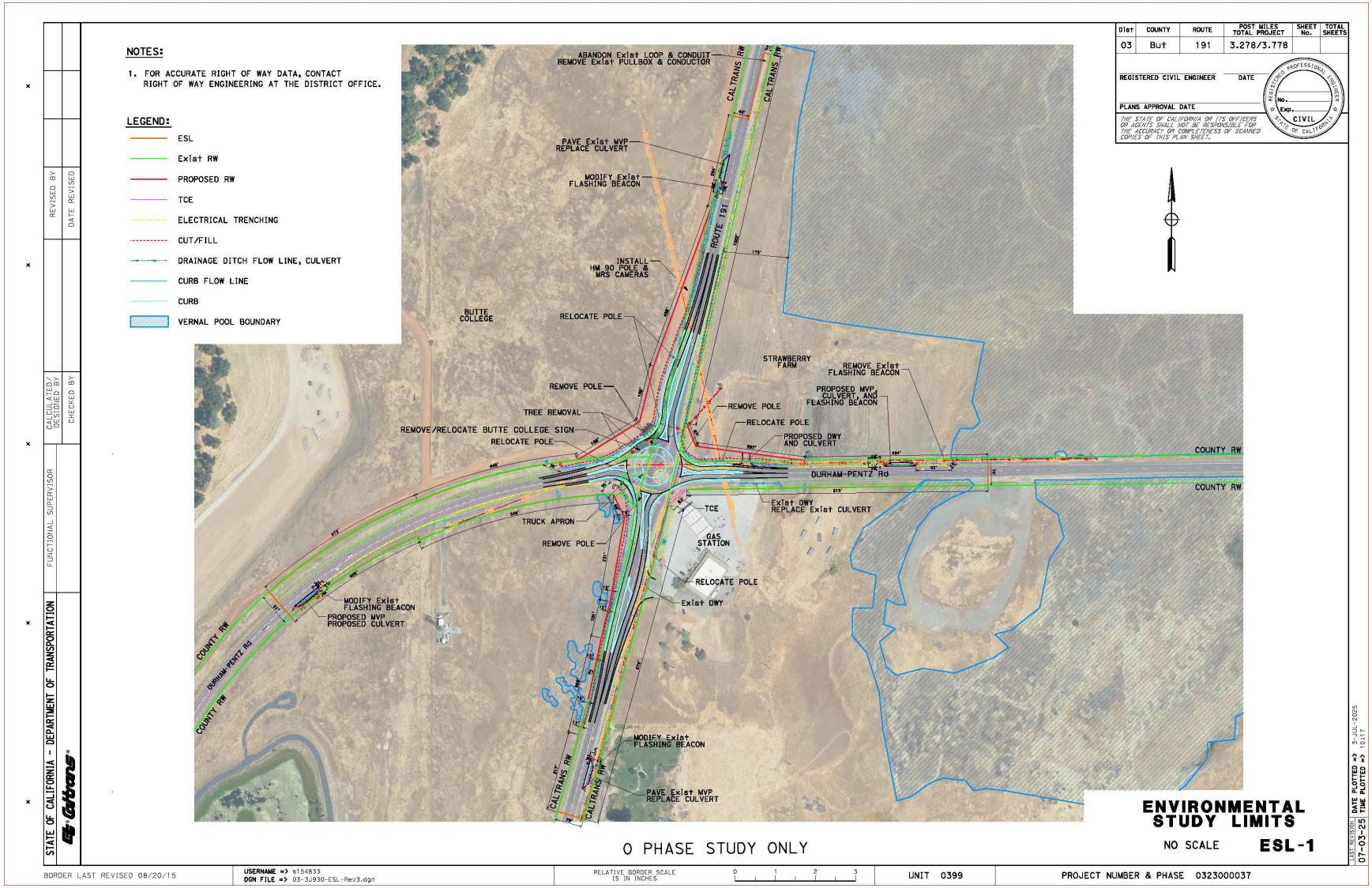
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APPENDIX A. PROJECT LAYOUTS

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NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
LEGEND:
ESL
Exist RW
PROPOSED RW
TCE
ELECTRICAL TRENCHING
CUT/FILL
DRAINAGE DITCH FLOW LINE, CULVERT
CURB FLOW LINE
CURB
VERNAL POOL BOUNDARY
ABANDON Exist LOOP & CONDUIT
REMOVE Exist PULLBOX & CONDUCTOR
PAVE Exist MVP
REPLACE CULVERT
MODIFY Exist
FLASHING BEACON
INSTALL
HM 90 POLE &
MRS CAMERAS
ROUTE 191
CALTRANS RW
BUTTE
COLLEGE
RELOCATE POLE
REMOVE POLE
TREE REMOVAL
REMOVE/RELOCATE BUTTE COLLEGE SIGN
STRAWBERRY
FARM
REMOVE Exist
FLASHING BEACON
PROPOSED MVP
CULVERT, AND
FLASHING BEACON
PROPOSED DWY
AND CULVERT
DURHAM-PENTZ Rd
COUNTY RW
Exist DWY
REPLACE Exist CULVERT
TCE
TRUCK APRON
GAS
STATION
Exist DWY
PROPOSED MVP
PROPOSED CULVERT
DURHAM-PENTZ RD
ENVIRONMENTAL
STUDY LIMITS
NO SCALE
ESL-1
0 PHASE STUDY ONLY
Dist 03
COUNTY But
ROUTE 191
POST MILES TOTAL PROJECT 3.278/3.778
SHEET No.
TOTAL SHEETS
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED/ DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
LAST REVISION 07-03-25
DATE PLOTTED => 3-JUL-2025
TIME PLOTTED => 10:17
BORDER LAST REVISED 08/20/15
USERNAME => s154833
DGN FILE => 03-3J930-ESL-Rev3.dgn
RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3
UNIT 0399
PROJECT NUMBER & PHASE 0323000037

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